



Rijkswaterstaat  
Ministry of Infrastructure  
and Water Management

# Information Guide

## Pilotage exemption certificates

### Northern Netherlands seaport region





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**Photo credits:** Inspection flight Rijkswaterstaat, Bert Oldenbeuving, Den Helder Haven, Port of Harlingen, Groningen Seaports.



# 1. Introduction

This information guide provides information about the procedures and conditions for obtaining an exemption from compulsory pilotage in the Northern Netherlands seaport region. This region consists of two seaport areas, namely: Delfzijl - Eemshaven and Den Helder - Harlingen - Terschelling. The term used for this exemption is “Pilotage Exemption Certificate” (PEC).

On 1 January 2021, the Act amending the Shipping Traffic Act, the Compulsory Pilotage Decree 2021 and the Compulsory Pilotage Regulations 2021 came into force. These replace the current Compulsory Pilotage legislation from 1995 and include the introduction of an updated PEC structure. The Small Seagoing Vessels Register, the dispensation and the declaration of exemptions will disappear and be replaced with a PEC system whereby the Master or Chief Mate can obtain a PEC after following a training course.

A training course must be followed to obtain a PEC. Depending on the PEC to be obtained, the training will consist of 2, 3 or 5 modules ([see Section 3.4](#)). The contents of the training, which will be assessed, can be found in the study material that is published by the Regionale Loodsencorporatie (Regional Maritime Pilots' Association) for the northern region or, for routes in the Den Helder VTS area, the Regional Maritime Pilots' Association Amsterdam-IJmond. Once all modules have been completed successfully, the Pilotage Exemption Certificate can be issued.

This information guide provides an overview of the practicalities of obtaining and maintaining the Pilotage Exemption Certificate.

## 1.1 Competent and regional authorities

The approach and sailing areas in the Northern Netherlands seaport region (approach areas of Den Helder, Harlingen, Eemshaven and Delfzijl) each have their own special characteristics. Den Helder is primarily a naval and offshore port. The approach to Harlingen traverses the Wadden Sea, which is a World Heritage Site (a unique and vulnerable nature reserve and a dynamic tidal area with tidal flats, meandering channels and a mix of commercial and recreational shipping). In 2017, the river Ems was widened up to the port of Eemshaven to make it accessible to Panamax vessels. The Ems estuary is a convention area. The Ems boundary has not been established and therefore cooperation agreements have been made with Germany. These agreements have been laid down in treaties.

**In the Northern Netherlands seaport region,  
the competent authorities are:**

- The Director-General of Rijkswaterstaat for waterways managed by the State.
- For the VTS area of Den Helder, an officer of the Royal Netherlands Navy, to be designated by the Minister of Defence. Currently the Head of Maritime Support of the Royal Netherlands Navy Command, performs the additional civilian task of State Harbour Master of Den Helder.
- For the Port of Harlingen it is the Harbour Master of the Port of Harlingen.
- For the ports of Delfzijl and Eemshaven it is the Harbour Master of Groningen Seaports.
- For shipping routes managed by another public body: the harbour masters of Den Oever, Terschelling, Vlieland or Oudeschild.

The Director-General of Rijkswaterstaat, in his role as regional authority, acts as a one-stop shop and thereby coordinates the communication and handling of PEC requests for the entire Northern Netherlands seaport region. For more information, please contact: [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

Questions about the training programme and related matters can be addressed to Loodswezen Regio Noord: [regionoord@loodswezen.nl](mailto:regionoord@loodswezen.nl).

Questions about the training programme and related matters for the routes located in the VTS area Den Helder can be directed to the Regional Maritime Pilots' Association Amsterdam-IJmond: [PEC-AY@loodswezen.nl](mailto:PEC-AY@loodswezen.nl).



# 2. Procedure for admission to training and PEC applications

## 2.1 Categorical exemption from compulsory pilotage

Captains on sea-going vessels of the maximum length, breadth and draught indicated in the table below are exempt from compulsory pilotage on the navigation routes listed above.

Categorical exemption from compulsory pilotage in the Northern Netherlands Seaport Region			Max. L/B/D	Compulsory Pilotage Regulations 2021
Seaport area Delfzijl - Eemshaven	1	Port of Delfzijl - Eemshaven	95/13/6	Article 7
	2	Port of Delfzijl - Borkum	95/13/6	
	3	Eemshaven - Borkum	95/13/7	
	4	Borkum - Westereems	155/25/7	
Seaport area Den Helder - Harlingen - Terschelling	5	Den Helder approach area and Roadstead - Den Oever	75/-/2,5	Article 15
	6	Den Helder approach area and Roadstead - Kornwerderzand	75/-/4	
	7	Kornwerderzand - Port of Harlingen	75/-/3	
	8	Port of Harlingen - Brandaris approach area	75/-/6	
	9	Schulpengat - Roadstead	150/-/7	
	10	Port of Den Helder	95/-/7* 95/-/5**	
	11	Brandaris approach area	140/-/6,5	
	12	Other Wadden Sea waterways	65/-/2,5	

\* with departure or arrival in Nieuwe Diep

\*\* with departure or arrival between Vice Admiral Moorman bridge and Koopvaarders tide lock

The Master on larger vessels can apply for a Pilotage Exemption Certificate.

## 2.2 Information that must be provided before registering for the training course

Applicant	
1	Company name
2	Name
3	Email address

PEC holder	
4	Name
5	Date and place of birth
6	Nationality
7	Email address
8	PEC modules, relevant training courses
9	PEC route <sup>1</sup>

Vessel	
10	Name + IMO/Lloyd's number
11	Length overall
12	Breadth
13	Summer draught
14	Vessel type according to Lloyds Register

PEC for small seagoing vessels	
15	Height (keel to highest fixed point)
16	Limited sailing area at sea (up to 200 NM)

The candidate PEC holder must hold the appropriate certificate (Master or Chief Mate) to sail the vessel for which the PEC application is being submitted.

A PEC can not be requested for vessels built or intended for the transport of hazardous substances in bulk (defined in Art. 1 Compulsory Pilotage Decree 2021).

The procedure starts with the application for the course for which the following forms are used.

- [Temporary PEC application form for small seagoing vessels](#).
- [PEC form A, B or C](#)
- [PEC form for small seagoing vessels](#)

## 2.3 Registration for PEC training

The completed form should be submitted by, or on behalf of, the applying PEC holder to the Permits Department of Rijkswaterstaat Noord-Nederland by sending it to: [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

The following principles apply here:

- The competent authorities shall decide on the application for admission to training.
- Director-General of Rijkswaterstaat, in his capacity as regional authority, sends the decision.
- The Loodswezen organisation (Dutch Pilotage Service) provides the training course. There are costs involved.

## 2.4 Admission to PEC training

The applicant shall be informed by the regional authority about admission or rejection to the training, including the modules to be followed. The relevant Maritime Pilots' Association will receive a copy of this message. If you are admitted to the training course you will be referred to one of the two regional Maritime Pilots' Associations. If you contact them, they will inform you further about the training programme.

## 2.5 Registration for the training course

The relevant Regional Maritime Pilots' Association sets the dates for the examinations. Candidates must be registered at least 6 weeks in advance for the training day and at least 6 weeks in advance for module 1, 2 and 4 exams. Any additional training is determined in consultation with the applicant and the relevant Regional Maritime Pilots' Association.

## 2.6 Registration for instruction trips (module 3) and assessment trips (module 5)

A trip relating to module 3 (instruction trips) and module 5 (assessment trips) must be requested 24 hours in advance via [lodicon@loodswezen.nl](mailto:lodicon@loodswezen.nl) or [pilots.amsterdam@loodswezen.nl](mailto:pilots.amsterdam@loodswezen.nl). 72 hours' notice must be given if the trip takes place at the weekend or on a public holiday. Trips that have already been requested can be cancelled up to 12 hours before the start of the trip.

<sup>1</sup> Not for PEC for small seagoing vessels



# 3. Preconditions and criteria

## 3.1 PEC: combinations

You can apply for one PEC in your name (Master or Chief Mate) per seaport area. Up to eight combinations of a vessel's routes (see section 3.2) can be exempted on a PEC.

Some examples:

- 1 route with 8 vessels ( $1 \times 8 = 8$ ) or
- 2 routes with 4 vessels ( $2 \times 4 = 8$ ) or
- 2 routes with 2 vessels ( $2 \times 2 = 4$ ) plus 4 routes with 1 vessel ( $4 \times 1 = 4$ )
- 8 routes with 1 vessel ( $8 \times 1 = 8$ )

This means that the same vessel is counted as 2 combinations on 2 different routes. Sister ships are also counted as separate combinations.

## 3.2 Defined PEC routes

In the Northern Netherlands seaport region, the following PEC routes are distinguished:

**In the Delfzijl - Eemshaven seaport area:**

1. Port of Delfzijl - Eemshaven
2. Port of Delfzijl - Borkum
3. Eemshaven - Borkum
4. Borkum - Westereems

**In the Den Helder - Harlingen - Terschelling seaport area:**

5. Den Helder approach area and Roadstead - Den Oever
6. Den Helder approach area and Roadstead - Kornwerderzand
7. Kornwerderzand – Port of Harlingen
8. Port of Harlingen - Brandaris approach area
9. Schulpengat – Roadstead
10. Schulpengat – Port of Den Helder
11. Brandaris approach area
12. Other navigable waterways in the Wadden Sea

## 3.3 Frequency requirements

The frequency requirement for keeping the PEC valid depends on the size of the vessel. If the PEC contains several routes, the frequency requirement applies to each route (Article 4.5 Compulsory Pilotage Decree 2021).

Pilotage Exemption Certificate	Frequency requirements
A	3 calls
B	6 calls
C	12 calls
PEC for small seagoing vessels	N.A.
Temporary PEC for small seagoing vessels	N.A.
Temporary PEC for working vessels	N.A.

A call is a port call, i.e. both an inbound and outbound trip. The requirement applies to each route as a whole.

If the frequency requirement is met, the route exemption on the PEC remains valid and no information is required from the PEC holder. If the port information system shows that the frequency requirement can't be met, the PEC holder will be notified one month before the end of the validity period and he can provide additional travel information or request a dispensation from the frequency requirement.

The conditions for dispensation from the frequency requirement are specified in [Section 7.3](#). If the PEC applies to several vessels on one route, the highest frequency requirement applies to that route.

### 3.4 Master/Chief Mate

A Chief Mate with corresponding certificate of competency can also apply for a PEC. The applicant must hold the appropriate Chief Mate certificate in order to sail on a vessel for which the PEC application is submitted. This will be the certificate "Chief Mate all ships" but also the certificate of competency "Chief Mate ships < 3000 Gt" if the PEC application concerns a vessel of less than 3000 Gt.

The competent authority will not assess whether the Chief Mate or Master possesses the appropriate certificates of competency, as this is a legal requirement: a Master or Chief Mate must always be in possession of a certificate of competency (in order to sail) and have the appropriate papers for the specific vessel.



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# 4. Training, examination and issue of PEC

## 4.1 Training

To obtain the Pilotage Exemption Certificate, the combination of course materials, self-study, practical instruction and individual modules with exams make up the entire training programme for one defined route.

<i>Module 1</i> National legislation	Knowledge of the main provisions of the legislation applicable to the sea port area in question on the basis of the current Shipping Traffic Act, acquired through a successfully completed training course. This means knowledge of the relevant provisions of the Binnenvaartpolitiereglement (Inland Waterways Police Regulations (BPR)) and the Scheepvaartreglement Territoriale Zee (Territorial Sea Shipping Regulations (STZ)). For the Delfzijl - Eemshaven seaport area this also includes the relevant provisions of the Eemsmonding Shipping Regulations (SRE).
<i>Module 2</i> Language	Active or passive knowledge of the languages legally prescribed for the particular route and necessary for communication with other vessels and nautical service providers, acquired through successfully completed training. This means that the candidate can demonstrate an active command of English (at intermediate level). For the Delfzijl - Eemshaven seaport area, candidates also demonstrate an A2-level understanding of basic and standard nautical terms, phrases and expressions in German for the purpose of safe navigation.
<i>Module 3</i> Instruction trip	Regular trips during which a registered pilot accompanies the PEC applicant on his vessel along the route to which the application relates. Instruction is given on local conditions and associated navigation in order to acquire knowledge of the geographical and nautical conditions of the route in question in the relevant seaport area. 3 inbound and 3 outbound instruction trips are required to obtain this module.
<i>Module 4</i> Practical Regional legislation	Practical and theoretical knowledge, to be determined by the competent authority, of local and regional regulations, communication procedures, topography, vessel guidance, tidal knowledge and the relevant means of navigation, acquired through successfully completed training.
<i>Module 5</i> Assessment trip	Several assessment trips on the seagoing vessel covering the route to which the PEC application relates, during which the PEC applicant is assessed as successful in the practical application of knowledge acquired in modules 1 to 4. 2 inbound and 1 outbound trip are required to pass this module, which must be assessed as satisfactory.

Where applicable, the candidate must first have successfully completed the theory modules (1, 2, 4) before the practical modules (3<sup>2</sup>, 5) can be followed ([Annex 2 Attainment targets](#)).

## 4.2 Directive for module dispensations by competent authorities

The Compulsory Pilotage Regulations provide options for the competent authority to grant dispensations from one or more modules in individual cases (Article 3, paragraph 2, 3 and 4 of the Compulsory Pilotage Regulations 2021).

In the Northern Netherlands Seaport Region, the aforementioned legal authority to grant dispensation from Modules 1, 2 and 4 is entered by the following steps/questions:

1. Has the applicant already passed modules 1, 2 or 4 for his PEC (or a previous addition on the PEC or in another region) or does he have knowledge of these modules that was acquired in a different way? If yes, then:
2. Does the module (or other training) that has been obtained correspond (in content) to the module that is required? In other words: is the training for that specific module (considering the route) the same, or almost the same, as the training/content of the module already passed? If yes:
3. Does the applicant have sufficient knowledge in this regard?

If the answer to these three questions is yes, a dispensation is granted on the basis of Article 3, paragraph 4. This means that each application is looked into individually. But clarity can already be given on several points:

### Module 1

**"Groot Vaarbewijs"**: a Master/Chief Mate with a "Groot Vaarbewijs" (not a "beperkt Groot Vaarbewijs") has sufficient knowledge to be granted partial dispensation from module 1 in a seaport area. Depending on the "Groot Vaarbewijs" obtained, this may be a partial dispensation for knowledge of Inland Waterways Police Regulations (GVB B) or knowledge of Inland Waterways Police Regulations and Eemsmondig Shipping Regulations (GVB A). The presence of a Commercial vessels master's certificate does not result in a dispensation for knowledge of the Territorial Sea Shipping Regulations.

**"Klein Vaarbewijs"**: a Master/Chief Mate with a "Klein Vaarbewijs" can not be exempted from module 1 because a "Klein Vaarbewijs" is intended for recreational navigation (length 15 to 25 metres) and the smallest inland vessels (length 15 to 20 metres). This also means that the knowledge acquired has not been practised on a large inland vessel.

### Adding a vessel or route in the same seaport area on a:

PEC A, B, C or PEC for Small Seagoing Vessels: a Master/Chief Mate who already has a PEC for the port area to which he wishes to add a vessel or route will receive a dispensation from module 1 and does not need to retake this module.

Temporary PEC for Small Seagoing Vessels: a custom approach to be used on a case-by-case basis. Because this PEC is a transitional measure and a Master's module 1 knowledge and skills are not assessed, the competent authority takes a custom approach. For example, dispensation from module 1 will only be granted when the vessel to be added is a sister ship as defined by the IMO (IMO resolution MSC/Circ.1158).

**Applying for a PEC in another seaport area:** A Master/Chief Mate who has a PEC and applies for a PEC in another seaport area is not exempt from module 1 because he has a PEC in another seaport area. The reason for this is that the training and assessment of knowledge of module 1 is focused on a particular seaport area which has its own regional characteristics.

### Module 2

This module can contain several languages, whereby the requirement is set per language. Therefore, partial dispensations (per language) are possible for this module.

**Native speakers** of English or German are granted a (partial) dispensation from Module 2.

**Active English:** in accordance with the 3 questions above, a Master/Chief Mate generally already has an adequate command of maritime English, after all this is part of maritime training to become a Master. Therefore, the basic principle is that every Master/Chief Mate has adequate capability in active English and is exempt from the "active English" requirement unless the competent authority has doubts about it. If the competent authority has doubts as to whether the applicant (see question 3 above) has sufficient knowledge of English, the Master/Chief Mate must take the examinations.

<sup>2</sup> For routes in the VTS area of Den Helder, module 3 may be started before the theory modules have been passed.

#### **Adding a vessel or route in the same seaport area on a:**

- PEC A, B, C or PEC for Small Seagoing Vessels: a Master/Chief Mate who already has a PEC for the port area to which he wishes to add a vessel or route will receive a dispensation from module 2 if it concerns the same language requirement.
- Temporary PEC for Small Seagoing Vessels: a custom approach to be used on a case-by-case basis. Because this PEC is a transitional measure and a Master's module 2 knowledge and skills are not assessed, the competent authority takes a custom approach. For example, dispensation from module 2 will only be granted when the vessel to be added is a sister ship as defined by the IMO (IMO resolution MSC/Circ.1158).

#### **In another seaport area, applying for a:**

PEC A, B, C, D or Small Seagoing Vessels: a Master/Chief Mate who has a PEC and applies for a PEC in another seaport area is granted a dispensation from language requirements that he/she already meets on the basis of his/her PEC in the other seaport area.

### **Module 4**

This module contains local knowledge so it is unlikely that an exemption can be granted. The exception is when a Master already has a PEC for a certain seaport area and he wants to add a vessel to the route for which his PEC already applies. When adding another route to his PEC in a particular seaport area, the competent authority will consider whether an exemption is possible on a case-by-case basis.

## **4.3 Modules 1, 2 and 4: Examinations**

Modules 1, 2 and 4 are completed by successfully finishing the assessment (in one day) as described in the attainment targets by the competent authority. Refer to the examination regulations<sup>3</sup> and the attainment targets ([Annex 2](#)). They also provide more information on other aspects of the training and examinations. If, after reading these documents, you have further questions, please contact Loodswezen Regio Noord ([regionoord@loodswezen.nl](mailto:regionoord@loodswezen.nl)) or, for routes in the VTS area of Den Helder, Loodswezen Amsterdam - IJmond ([PEC-AY@loodswezen.nl](mailto:PEC-AY@loodswezen.nl)).

In order to obtain a PEC A, the applicant must satisfy modules 1, 2 and 3, and must also possess practical and theoretical knowledge of local vessel guidance procedures. The latter is fulfilled by a compulsory visit to the traffic centre concerned (Den Helder, Harlingen or Groningen Seaports in Delfzijl) where the applicant will receive a brief instruction and, if available, the communication regulations applicable to the relevant approach area.

<sup>3</sup> Separate Examination Regulations have been drawn up for routes in the VTS area of Den Helder. Because they are almost identical to the Examination Regulations for the North Seaport Region, they have not been included in the Information Guide.

## **4.4 Instruction trips (module 3)**

The applicant PEC holder is expected to use instruction trips to acquire knowledge and skills:

- Being able to apply the knowledge gained in the course material in practice. Using all available means to contribute to a safe and smooth traffic flow in conjunction with other traffic and VTS.
- Knowledge of the sailing behaviour of other traffic, characteristics of the waterway and the resulting constraints on navigation and manoeuvring.
- Use of navigation aids, fog navigation, communication in English and German when participating in and understanding the exchange of traffic information, manoeuvring.
- Application of topographical knowledge.
- Practical application of legal requirements and regulations.

When ordering a pilot, please indicate that it is for an instructional trip.

## **4.5 Assessment trips (module 5)**

Examination trips are referred to as assessment trips in the Compulsory Pilotage Decree 2021.

The PEC candidate will be assessed during the assessment trips for sufficient knowledge and skills in:

- Applying the knowledge gained in modules 1 to 4 in practice. Using all available means to contribute to a safe and smooth traffic flow in conjunction with other traffic and VTS.
- Knowledge of the sailing behaviour of other traffic, characteristics of the waterway and the resulting constraints on navigation and manoeuvring.
- Use of navigation aids, fog navigation, communication in English and German when participating in and understanding the exchange of traffic information, manoeuvring
- Application of topographical knowledge.
- Practical application of legal requirements and regulations.
- Navigation policy.

When ordering a pilot, please indicate that it is for an assessment trip.

## 4.6 Completing the training course

The candidate PEC holder or his representative will be notified of his training course results by the Regional Maritime Pilots' Association within 5 working days after the last assessment trip. The relevant competent authorities will be notified at the same time by the Maritime Pilots' Association. The candidate PEC holder who has passed the training course can then submit the application for a PEC to the regional authority. The form that is used for the application can be used for this.

If a candidate PEC holder does not pass the training, the Regional Maritime Pilots' Association will notify the competent authorities. Resumption of training is assessed in individual cases.

## 4.7 Training costs for candidate PEC holders

The training fee must be paid to the Regional Maritime Pilots' Association before the start of the training and the theory exams. The training fee for module 3 and the examination fee for module 5 include the current rates for the relevant pilotage trips.



# 5. Issuing of the PEC number and PEC

**Applications for a PEC may be submitted after the required modules have been completed successfully. The PEC is sent by the regional authority together with the decision and is given a unique serial number. This number can be used by the PEC holder when reporting to the traffic centre in the relevant sea port area.**

# 6. PEC supplements

There are two situations in which the PEC holder can supplement his PEC:

- Adding a vessel to a route.
- Adding a route to the PEC.

## 6.1 Adding a vessel

As mentioned earlier, a single PEC may contain a combination of 8 vessels/routes. Vessels and routes may also be removed from a PEC. A sister ship, in the meaning of IMO resolution MSC/Circ.1158, will be added to the PEC upon application without additional training requirements. A sister ship counts in the combination of maximum 8 vessels/routes.

If the vessel in the application is not a sister ship, it will be added after successful completion of module 5 in relation to the vessel concerned. The vessel must fit within the set framework of the PEC type.

The frequency requirement associated with the largest vessel applies to the route in question.

## 6.2 Adding a route

If a PEC holder wishes to add a new route to his PEC, module 1 and module 2 are exempt. Modules 3 and, if applicable, 4 and 5 must be passed. The vessels on the PEC must fit within the set framework of the PEC type, if a new route results in a region-specific PEC type.

# 7. Revoking and restricting a PEC

The Compulsory Pilotage Decree and Regulations 2021 set requirements to keep a PEC valid.

## 7.1 Revoking a PEC

The Pilotage Exemption Certificate shall cease to be valid if it is revoked, temporarily or otherwise, by the competent authority if:

- The PEC holder does not meet the frequency requirement applicable to him and is not eligible for dispensation from it. The obligation to comply with the frequency requirement applies per route.
- The PEC holder no longer meets the requirements of issue.
- The PEC holder has lost the authority to act as Master or Chief Mate on board a seagoing vessel.
- The seagoing vessel to which the PEC relates has undergone substantial reconstruction.
- The PEC holder does not comply with the rules and regulations applicable to the waterway and does not act as befits a good waterway user.
- Competent authorities do not deem it safe if the PEC holder would continue to act in that capacity.

## 7.2 Restrictions

PEC holders must still take a pilot when:

- Expressly mentioned weather conditions or expressly mentioned circumstances with regard to the vessel, the persons on board, the cargo, shipping or the shipping route make this necessary.
- The vessel is insufficiently suitable from the point of view of propulsion and manoeuvrability.
- The available manoeuvring space for shipping traffic is so limited that unsafe situations may arise.
- Wind and/or visibility restrictions stated on the PEC apply.

## 7.3 Dispensation from the frequency requirement

The following guidelines apply with regard to the revocation of a PEC due to non-compliance with the frequency requirement and the possibility of a waiver thereof:

1. If the PEC holder does not meet the frequency requirement by the end of the assessment year, the PEC will be revoked or the route deleted. Each assessment year for the entire PEC starts from the date the PEC route is added to the PEC.
2. However, if the PEC holder has made at least half of the required trips, he can apply for a dispensation for these trips within three months of the expiry date.
3. The reason for not meeting the frequency requirement must be stated in the “dispensation from the frequency requirement” application. Exemptions are granted if there are special circumstances.
4. In the competent authority’s decision on the application, it may be decided to grant the dispensation after the successful completion of module 5 (2 in/1 out).
5. A dispensation to the frequency requirement can be granted for up to two consecutive years and up to four times in ten years.
6. If the PEC contains several routes, these guidelines apply to the specific route for which the frequency requirements are not met.

**NB.** PEC holders who do not comply with the frequency requirement for routes in the VTS area of Den Helder can’t apply for a dispensation from this.

If a PEC has been revoked, a new PEC application may be submitted. Possible exemptions from the training modules are at the discretion of the competent authority.

If several vessels belonging to different PEC types are added to a PEC the highest frequency requirement shall apply. This depends on the length of the largest vessel. If a PEC has lapsed because of failure to meet the highest frequency requirement, a new PEC application can be submitted for those vessels on the PEC with a lower frequency requirement. Trips made on the largest vessel can count towards the frequency requirement as long as they fall within the accountability period. This rule only applies when vessels are operating on the same PEC route.



# 8. (Temporary) PEC for Small Seagoing Vessels

A PEC for small seagoing vessels or a temporary PEC for small seagoing vessels is valid on all routes in the seaport area in question and no frequency requirement applies.

## 8.1 PEC for Small Seagoing Vessels

Once the required modules have been passed a PEC for small seagoing vessels application may be completed in the Master's or Chief Mate's name using the PEC form in [Annex 1](#) and sent to: [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

To be eligible for a PEC for Small Seagoing Vessels, the seagoing vessel must meet the following three criteria:

- Seagoing vessel of a length overall of less than 115 metres.
- A distance from keel to the highest fixed point of not more than 18 metres.
- The seagoing vessel is used or will be used in a restricted sailing area at sea not more than 200 miles from the coast.

The PEC training comprises modules 1 and 2. Please also refer to [section 3.4](#).

## 8.2 Temporary PEC for Small Seagoing Vessels

Up to 1 July 2021 a temporary PEC for small seagoing vessels application may be completed in the Master's or Chief Mate's name using the Temporary PEC application form in [Annex 3](#) and sent to: [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

The Temporary PEC for Small Seagoing Vessels may be applied for if the following conditions are met:

- Only vessels that were registered in the Small Seagoing Vessels Register on 31-12-2020;
- The Master or Chief Mate made at least one single trip on the vessel in question in the relevant sea port area in 2019 or 2020.

The Temporary PEC for Small Seagoing Vessels applies to all routes in the seaport area for which the application is submitted and is valid until 01-01-2031 at the latest. As of 01-01-2031, the Temporary PEC for Small Seagoing Vessels expires and you must have another PEC type (Small Seagoing Vessels or regular, depending on whether you meet the conditions) for exemption from compulsory pilotage. Provided that the above conditions are met, you can add more vessels to the Temporary PEC for Small Seagoing Vessels.

The Temporary PEC for Small Seagoing Vessels concerns the transitional arrangement of Article 21 of the Compulsory Pilotage Decree 2021. In contrast to the arrangement under 8.1, you do not have to follow a training course.

Depending on the route sailed, the (temporary) PEC for small seagoing vessels cannot be used if the maximum dimensions (length overall, breadth and current draught) given in the table below are exceeded.

Maximum dimensions for small seagoing vessels in the Northern Netherlands seaport region			L/B/D	Compulsory Pilotage Regulations 2021
Seaport area Delfzijl - Eemshaven	1	Delfzijl - Eemshaven	-/13/6	Article 10 paragraph 2
	2	Delfzijl - Borkum	-/13/6	
	3	Eemshaven - Borkum	-/13/8	
	4	Borkum - Westereems	-/25/8	
Seaport area Den Helder - Harlingen - Terschelling	5	Den Helder approach area and Roadstead - Den Oever	95/-/2.5	Article 18 paragraph 2
	6	Den Helder approach area and Roadstead - Kornwerderzand	95/-/4	
	7	Kornwerderzand – Port of Harlingen	95/-/3	
	8	Port of Harlingen - Brandaris approach area	-/-/6.5	
	9	Schulpengat - Roadstead	-/-/7	
	10	Schulpengat – Port of Den Helder	-/-/7* -/-/5**	
	11	Brandaris approach area	-/-/6.5	
	12	Other Wadden Sea waterways	95/-/2.5	

\* with departure or arrival in Nieuwe Diep

\*\* with departure or arrival between Vice Admiral Moorman bridge and Koopvaarders tide lock

# 9. Exemptions and dispensations for working vessels

Working vessels can come under categorical exemption from compulsory pilotage or a dispensation from compulsory pilotage can be requested. For information regarding conditions for exemption or applying for a dispensation, please contact [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

## 9.1 Exemption for working vessels

A Master on a working vessel is exempt from compulsory pilotage during the period that the vessel is carrying out work or is sailing in the sea port area concerned to perform other necessary activities, provided that the vessel does not exceed the maximum length and, if applicable, breadth or draught laid down by ministerial regulation for the sea port area or part thereof. If, in the opinion of the competent authority, a Master is insufficiently familiar with local circumstances and communication procedures, compulsory pilotage shall be imposed in accordance with Article 15. (Article 3(3)(f) of the Compulsory Pilotage Decree 2021)

Working vessels are exempted from compulsory pilotage if the Master of the working vessel is working in/familiar with the sea port area concerned and there are no other reasons or special circumstances that give cause to impose ad hoc compulsory pilotage.

The Master, as the ultimate supervisor of the working vessel, shall ensure the presence of a competent and qualified bridge team.

To support the decision-making process, the following decision framework has been set up:

### 1. Used for the purpose.

The working vessel is carrying out work in the sea port area in question or sailing in the area to carry out other necessary activities in connection with this. The term “used for the purpose” is broader than just dredging activities. Activities related to dredging, such as bunkering, sailing between various work areas, to a discharge quay or a shipyard to repair a valve or suction pipe can also be included.

### 2. There are no situations and circumstances that make the imposition of ad hoc compulsory pilotage necessary.

If a situation arises in which weather conditions or circumstances with regard to the vessel, the persons on board, the cargo, shipping or the shipping route necessitate the use of the services of a pilot, compulsory pilotage can be imposed (Article 15 Compulsory Pilotage Decree 2021).

**3. There is no doubt that the Master on the working vessel is familiar with local conditions and communication procedures.**

First assessment: Has the Master accumulated sufficient sailing hours on the working vessel in the relevant sailing area in the two years prior to the assessment? The guideline is 32 hours of sailing during the two years preceding the assessment. If not, eight assessed sailing hours with a pilot will be prescribed to the Master. This also applies in the event of doubt or uncertainty that the Master on the working vessel is familiar with local conditions and communication procedures.

After the vessel has commenced activities, failure to comply with communication procedures, near-misses and incidents can lead to the imposition of ad hoc compulsory pilotage. Depending on the findings of the pilot on board and the competent authority, compulsory pilotage may be extended.

**Points for consideration regarding familiarity with local conditions and communication procedures:**

- Listen carefully and communicate on the VHF channel used by the sector in which the vessel is sailing.
- Be able to indicate intentions clearly (e.g. reporting where suction will commence and intended sailing pattern in the sand extraction area; reporting the intended route to the nourishment area).
- Take account of other shipping traffic.
- Locally known, most important topography.

A visit to a traffic centre is also an option that can be determined either during the initial assessment or at a later stage. This is assessed on a case-by-case basis.

**4. The working vessel must be sufficiently suitable for the area in question in terms of propulsion and manoeuvrability and fit in the dimensions and characteristics of the waterway.**

Maximum sizes of working vessels in the Northern Netherlands Seaport Region			L/B/D	Compulsory Pilotage Regulations 2021
Seaport area Delfzijl - Eemshaven	1	Port of Delfzijl - Eemshaven	140/13/6	Article 8
	2	Port of Delfzijl - Borkum	140/13/6	
	3	Eemshaven - Borkum	140/13/8	
	4	Borkum - Westereems	170/25/8	
Seaport area Den Helder - Harlingen - Terschelling	5	Den Helder approach area and Roadstead - Den Oever	95/-/2.5	Article 16
	6	Den Helder approach area and Roadstead - Kornwerderzand	95/-/4	
	7	Kornwerderzand – Port of Harlingen	95/-/3	
	8	Port of Harlingen - Brandaris approach area	125/-/6.5	
	9	Schulpengat - Roadstead	150/-/7	
	10	Port of Den Helder	115/-/7* 115/-/5**	
	11	Brandaris approach area	140/-/7.5	
	12	Other Wadden Sea waterways	95/-/2.5	

\* with departure or arrival in Nieuwe Diep

\*\* with departure or arrival between Vice Admiral Moorman bridge and Koopvaarders tide lock

## 9.2 Dispensations for working vessels

The competent authority may, upon request, grant dispensations on designated waterways during the period when the vessel is carrying out operations or any other necessary activities in relation to them, insofar as this is justified in view of the safety of navigation on the waterways concerned.

1. If the working vessel is longer than the maximum length referred to above (Art. 13(1a) Compulsory Pilotage Decree 2021).
2. If the working vessel does not meet the conditions for an exemption from compulsory pilotage but does meet Article 13, paragraph 1b or paragraph 1c of the Compulsory Pilotage Decree 2021. This applies, for example, to major project activities or activities just outside the compulsory pilotage area.

A dispensation is granted in writing and may be subject to conditions and restrictions. These may relate, among other things, to compliance with a frequency requirement.

Because the circumstances for granting an exemption are very diverse, a custom approach is required. Consequently, a clear-cut policy framework cannot be set up. The knowledge and experience of the Master or Chief Mate from previous projects will also play a significant role. An example is the requirement to visit a traffic control centre (VTS) prior to work, where a briefing is held on the work and the local principles. Or the requirement for a certain number of hours of instruction with a pilot.



# 10. Other dispensations

## 10.1 Converting existing dispensations

The competent authority must convert the existing dispensations and compulsory pilotage statements into a corresponding PEC (Article 20 of the Compulsory Pilotage Decree 2021). This paragraph concerns exemptions and dispensations that were not dealt with above.

A person who is in possession of a valid dispensation on the day before the new pilot legislation comes into force (1 January 2021) will receive a PEC corresponding to their dispensation before 1 January 2022. A valid dispensation means that the person concerned must have complied with all the restrictions and requirements that go with that dispensation, such as the frequency requirement, until he receives his PEC. From the moment that the person in question receives his PEC, the requirements and restrictions that belong to that PEC, such as the frequency requirement, come into effect. The requirements will correspond as much as possible to the exemption or dispensation that the person in question has.

Because the names of the persons in question and the vessels and the route are known to the regional and competent authority, it is not necessary to submit an application. In connection with this, the articles of the Compulsory Pilotage Decree '95 remain applicable to these persons until 31 December 2021 at the latest. This means that the regional authority has one year after the introduction of the new legislation to convert the existing dispensations.

## 10.2 Dispensation for specific cases

At the request of the Master or Chief Mate of a seagoing vessel, the competent authority may, insofar as this is justified with a view to the safety of navigation on the waterways concerned, grant a dispensation from compulsory pilotage on board a vessel in the following cases:

- a. A vessel that does not qualify for an exemption for shifting vessels as provided for in Article 3, paragraph 3 (d) or (e), of the Compulsory Pilotage Decree, but is making a movement as referred to in one of those sections of the sea port area or is making a movement within a designated part of the sea port area.
- b. A vessel in an emergency situation with regard to the vessel, its occupants, the cargo, shipping or the shipping route.
- c. If pilotage cannot be provided within a reasonable period of time.

In any case, the Master or Chief Mate is required to be familiar with local circumstances and communication procedures. Should there be reason to do so, the competent authority may also impose ad hoc compulsory pilotage in the situation referred to here.

Requirements may be attached to the dispensation. These may include completion of one or more modules or compliance with a frequency requirement. Because the competent authority's decision whether to grant a dispensation depends on the actual situation, no general rules can be given as to when a Master or Chief Mate will be granted the dispensation. This concerns a residual category of dispensations for which no general principles can be given, except in which cases the dispensation can be granted.

The new pilotage legislation does not provide for a general dispensation option. All cases in which dispensation is possible have been described.

### 10.3 Dispensation Den Helder Offshore Supply Vessels

Article 21 of the Compulsory Pilotage Regulations 2021 implements the possibility to grant dispensation from compulsory pilotage to the Master or Chief Mate of seagoing vessels carrying hazardous cargo if they are sufficiently familiar with local conditions and communication procedures. This mainly concerns offshore supply vessels that transport hazardous cargo in bulk to and from North Sea oil and gas platforms on the route from the Den Helder approach area to the port of Den Helder.

An offshore supply vessel up to 85 metres is eligible for dispensation after making three port calls that have been positively assessed by a pilot. PEC A provides no legal room to add an assessed trip. This is indeed possible when granting a dispensation in Article 21 of the Compulsory Pilotage Regulations 2021. The trip is assessed and reported. This happens three times, and can be done by three separate pilots. When the trip has been approved three times (satisfactory assessment), a dispensation can be granted.

When ordering a pilot, please indicate that it is for an assessment trip.

Information can be requested from [PEC-AY@loodswezen.nl](mailto:PEC-AY@loodswezen.nl) and/or the competent authority, the Harbour Master of Den Helder.

### 10.4 Dispensation procedure for Den Helder Offshore Supply Vessels

The dispensation applicant sends his application to [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl), and includes the following information in his application:

	Applicant
1	Company name
2	Name
3	Email address

	Exemption holder
4	Name
5	Date and place of birth
6	Nationality
7	Email address
8	Dispensation route
9	Attached: 3 positively assessed pilot reports

	Vessel
10	Name + IMO/Lloyd's number
11	Length overall
12	Width
13	Summer draught
14	Vessel type according to Lloyds Register

The contents of the application will be assessed by the competent authority of the Den Helder VTS area. The latter will also decide on the application and sign the decision.



AP ARGOSY

RESCUE  
CONTAINER

# Annex 1

## Summary table of PEC types

PEC routes in the Northern Netherlands seaport region			PEC	L/B/D	Modules	Frequency requirement
Seaport area Delfzijl - Eemshaven	1	Delfzijl - Eemshaven	A	95-115/13/6	1,2,3	3
			B	115-125/13/6	1,2,3,4,5	6
			C	125-140/13/6	1,2,3,4,5	12
			SV	-/13/6	1.2	-
	2	Delfzijl - Borkum	A	95-115/13/6	1,2,3	3
			B	115-125/13/6	1,2,3,4,5	6
			C	125-140/13/6	1,2,3,4,5	12
			SV	-/13/6	1.2	-
	3	Eemshaven - Borkum	A	95-115/13/7	1,2,3	3
			B	115-125/13/8	1,2,3,4,5	6
			C	125-140/13/8	1,2,3,4,5	12
			SV	-/13/8	1.2	-
4	Borkum - Westereems	C	155-170/25/8	1,2,3,4,5	12	
		SV	-/25/8	1.2	-	
Seaport area Den Helder - Harlingen - Terschelling	5	Den Helder approach area and Roadstead - Den Oever	A	75-95/-/2.5	1,2,3	3
			SV	95/-/2.5	1.2	-
	6	Den Helder approach area and Roadstead - Kornwerderzand	A	75-95/-/4	1,2,3	3
			SV	95/-/4	1.2	-
	7	Kornwerderzand – Port of Harlingen	A	75-95/-/3	1,2,3	3
			SV	95/-/3	1.2	-
	8	Port of Harlingen - Brandaris approach area	A	75-95/-/6	1,2,3	3
			B	95-115/-/6.5	1,2,3,4,5	6
			C	115-125/-/6.5	1,2,3,4,5	12
			SV	-/-/6.5	1.2	-
	9	Schulpengat - Roadstead	SV	-/-/7	1.2	-
	10	Schulpengat – Port of Den Helder	A	95-115/-/7* 95-115/-/5**	1,2,3	3
SV			-/-/7* -/-/5**	1.2	-	
11	Brandaris approach area	SV	-/-/6.5	1.2	-	
12	Other Wadden Sea waterways	A	75-95/-/2.5	1,2,3	3	
		SV	95/-/2.5	1.2	-	

\* with departure or arrival in Nieuwe Diep

\*\* with departure or arrival between Vice Admiral Moorman bridge and Koopvaarders tide lock

SV = PEC for Small seagoing vessels

# Annex 2

## 1. Examination Regulations

### 1. General

#### Article 1.1 Applicability of the regulations

These regulations apply to PEC exams for the Seaport Region of the Northern Netherlands, with the exception of the routes referred to in Article 20 (a), (b), (e) and (f) of the Compulsory Pilotage Regulations 2021.

#### Article 1.2 Amendment or adoption of the regulations

If the regulations are to be amended or adopted, the board shall invite the regional coordinator for education and training and the competent authority to present their views. The decision to adopt or amend the regulations shall be accompanied by a response from the board to any views received. A copy of this decision will be sent to the interested parties referred to above.

### 2. Examinations

#### Article 2.1 Examination format

1. An examination consists of a theory exam and/or a practical exam (modules 1, 2, 4). Theory exams are carried out in writing, digitally or orally. A practical exam (module 5) consists of practical trips.
2. The format and content of the examinations are set out in the attainment targets as described in Annex 1 to these examination regulations.

#### Article 2.2 Administration of Theory Examinations

1. The candidate in question is offered a time well in advance to take the theory examinations at the offices of the Rlc North Region.
2. It is not permitted to bring information carriers, in any form whatsoever, into the examination room, unless this has been expressly permitted by the examiner.
3. The examiner may exclude any candidate who fails to comply with the second paragraph from further participation in the examination in question.

#### Article 2.3 Examination procedure

1. An examination taken by the candidate concerned shall be assessed by two examiners. An observer shall be present at the examinations on behalf of the regional authority.
2. After the examination, the examiners send the results to the Rlc board.

#### Article 2.4 Determination and announcement of examination results

1. With regard to the results of a theory exam, the examiners will announce the results no later than 1 hour after the end of the exam, the results of a practical exam will be announced as soon as possible after the last assessment trip, but no later than one week after the exam.
2. The Rlc board will ensure that the results of examinations are registered and inform the competent authority of the result obtained by the candidate in question as soon as possible.

#### Article 2.5 Right to inspection

After the results of an examination have been announced, candidates are entitled to inspect the assignments and assessed work, as well as the standards on which the assessment was based. Such inspections take place in the presence of an examiner.

#### Article 2.6 Retention periods

The Rlc board retains examination files and other relevant documents in accordance with the basic selection document of 18 May 2015, established by the Dutch National Archives and published in Government Gazette 13105.

#### Article 2.7 Pass, re-sit or fail

1. A candidate will be eligible to resit a module 1, 2 or 4 theory exam if an unsatisfactory grade of no less than 3 on a scale of 1 to 6 has been achieved for one module.
2. In the case of a resit, a candidate may attend the next available examination to resit it.
3. Resits have the same format and are, in principle, taken in the same way as the original examination.
4. A resit supersedes the previous performance and the corresponding assessment.
5. The candidate in question will be rejected if:
  - a. a score lower than a 3 or if a fail (3) is achieved in more than one module
  - b. the candidate in question leaves during an examination;
  - c. a fail is achieved at a resit;
  - d. one or more situations as referred to in Article 2.2, paragraph 2, occur or in which there is evidence of fraud, cheating, plagiarism or an attempt to this effect before or during examinations;
  - e. the opportunity to resit is not taken.

6. In the event of rejection, a candidate may appear for a re-examination at the second available examination following the one at which he was rejected.
7. If a candidate is rejected twice, the RLC and the competent authority evaluate the matter, during which the next steps are discussed.
8. The number of assessment trips that may be retaken is limited to a maximum of 1/3 of the number of trips taken, as long as the score is not lower than a 3 for each content area, as described on the assessment form in annex 2. If a resit results in another unsatisfactory trip, the candidate will be rejected in terms of module 5.
9. If any of the components is scored lower than a 3, the candidate will fail module 5. After a rejection, module 5 must be repeated in full. In the event of rejection, it may be decided to allow the candidate to make an extra number of trips in module 3, in consultation with the candidate and the competent authority.

#### **Article 2.8 Examination Schedule**

1. Exams for modules 1, 2 and 4 are held on the same day at the office of RLC North. A minimum of four examination days are held per calendar year. An examination day will be cancelled if there are fewer than three examination candidates.
2. Pilotage trips relating to module 3 (instruction trips) and module 5 (assessment trips) must be requested at least 24 hours in advance from RLC Noord via lodicon@loodswezen.nl. 72 hours' notice must be given if the trip takes place at the weekend or on a public holiday. Trips that have already been requested can be cancelled up to 12 hours before the start of the trip.

#### **Article 2.9 Training and examination fees**

1. The training fee must be paid before the start of the training.
2. The examination fee must be paid before the start of the theory examinations.
3. The training and examination fees for module 1 and 2 consist of the rates set by the ACM at that time.
4. The training fee for module 3 and the examination fee for module 5 are based on the current rates for the relevant pilotage trips.

### **3. Complaints**

#### **Article 3.1 Complaints about the conduct of an examination**

1. A complaint concerning the conduct of an examination may be submitted to the competent authority within five working days of the exam.
2. The complaint shall be signed and contain at least the following information:
  - a. the name and address of the submitter;
  - b. the date;
  - c. a description of the course of events that is the subject of the complaint.
3. A complaint may be declared inadmissible if the requirements set out in this Article are not met.

### **4. Other provisions**

#### **Article 4.1 Hardship clause**

In cases that are not provided for by these regulations, or where provision is not sufficient, the board of the Regional Maritime Pilots' Association will decide.

#### **Article 4.2 Amendments**

Amendments to these regulations do not affect ongoing PEC courses, unless the interests of the candidates concerned are disproportionately affected.

#### **Article 4.3 Entry into force and short title**

These regulations shall come into force on the first day after their adoption and may be cited as "PEC Examination Regulations for the North Seaport Region".

Eemshaven, 14-12-2020

The Board of the Regional Maritime Pilots' Association North



**Bert Oldenbeuving**  
Chair

## 2. Module 1, 2, 4 and 5 attainment targets in the Compulsory Pilotage Decree 2021 Northern Netherlands seaport region

### Module 1

Knowledge of the main provisions of the legislation applicable to the sea port area in question on the basis of the current Shipping Traffic Act, acquired through a successfully completed training course.

#### Attainment targets for the Northern Netherlands seaport region

- For the sea port area of Den Helder - Harlingen - Terschelling, the candidate demonstrates knowledge of the relevant provisions of the Territorial Sea Shipping Regulations and the Inland Waterways Police Regulations and is able to apply this knowledge in practical situations.
- For the seaport area of Delfzijl - Eemshaven, the candidate demonstrates knowledge of the relevant provisions of the Territorial Sea Shipping Regulations, the Eemsmond Shipping Regulations and the Inland Waterways Police Regulations and is able to apply this knowledge in practical situations.

The incoming trip from the approach area is the guiding principle for the relevant legal knowledge. Among other things: regional aspects such as main and secondary waterways, sailing rules, requesting cooperation, giving way and visual signs.

#### Format

Oral examination - maximum 50 minutes.

#### Assessment

Score from 1 to 6 where 4 is the norm for a satisfactory score.

#### Present

Two examiners (registered pilots) and an observer from Groningen Seaports, the Port of Harlingen or Rijkswaterstaat Noord-Nederland or, for routes referred to in Article 20 (a), (b), (e) and (f) of the Compulsory Pilotage Regulations 2021, an observer from the Royal Netherlands Navy Command.

### Module 2

Active or passive knowledge of the languages legally prescribed for the particular route and necessary for communication with other vessels and nautical service providers, acquired through successfully completed training.

#### Attainment targets for the Northern Netherlands seaport region

- The candidate demonstrates the ability to communicate effectively in English at a (lower) intermediate level with the competent authority, VTS and other waterway users and to share and process relevant information for safe navigation.
- For the Delfzijl - Eemshaven seaport area, candidates also demonstrate an A2-level understanding of basic and standard nautical terms, phrases and expressions in German for the purpose of safe navigation.

#### Format

Active English is tested by means of an online test and a Test of Spoken English (TOSE).

Passive German is tested by means of a test via the University of Groningen Language Centre.

#### Assessment

In the case of the online English and TOSE test, 80% of the questions must be answered correctly for the intermediate level (= Chief Mate).

#### Present

Two examiners (registered pilots) and an observer from Groningen Seaports, the Port of Harlingen or Rijkswaterstaat Noord-Nederland or, for routes referred to in Article 20 (a), (b), (e) and (f) of the Compulsory Pilotage Regulations 2021, an observer from the Royal Netherlands Navy Command.

## Module 4

Practical and theoretical knowledge, to be determined by the competent authority, of local and regional regulations, communication procedures, topography, vessel guidance, tugboat procedures and the relevant means of navigation, obtained through training completed successfully.

### Attainment targets for the Northern Netherlands seaport region

- The candidate demonstrates knowledge of the relevant provisions of the general and special shipping regulations, port and police ordinances and is able to apply this knowledge in practical situations.
- For the sea port area, the candidate must know the relevant:
  - VHF radio and traffic guidance procedures;
  - currents, tides and banks;
  - directions and depths of the shipping lanes;
  - the courses to be steered under different conditions;
  - locations and positioning of traffic signs, coastal lights, anchorages and landmarks;
  - means of navigation to be used;
  - engineering structures found in or across shipping lanes;
  - pilotage areas, including areas where pilotage takes place from the shore;and can apply this knowledge to practical situations.
- The candidate has mastered the ability to manoeuvre safely under all circumstances.
- The candidate for the Den Helder - Harlingen - Terschelling seaport area via VTS Terschelling visits the Harlingen Port Authority traffic centre.
- The candidate for the Den Helder - Harlingen - Terschelling seaport area via VTS Den Helder visits the Den Helder traffic control centre.
- The candidate for the Delfzijl - Eemshaven seaport area visits the Groningen Seaports Harbour Coordination Centre in Delfzijl.

### Format

Oral examination - maximum 60 minutes.

### Assessment

Score from 1 to 6 where 4 is the norm for a satisfactory score.

### Present

Two examiners (registered pilots) and an observer from Groningen Seaports, the Port of Harlingen or Rijkswaterstaat Noord-Nederland or, for routes referred to in Article 20 (a), (b), (e) and (f) of the Compulsory Pilotage Regulations 2021, an observer from the Royal Netherlands Navy Command.

## Module 5

Several assessment trips on the seagoing vessel covering the route to which the PEC application relates, during which the PEC applicant is assessed as successful in the practical application of knowledge acquired in modules 1 to 4.

### Attainment targets for the Northern Netherlands seaport region

The candidate demonstrates mastery of the following components for the purpose of safe navigation:

- Situational Awareness with knowledge and understanding of the sailing behaviour of other traffic, characteristics of the waterway and the resulting constraints on navigation and manoeuvring.
- Bridge Resource Management to develop and maintain the best possible situational awareness by making optimal use of the available bridge team.
- Use of navigation aids.
- Application of communication procedures for a functioning traffic guidance system.
- The ability to manoeuvre safely and smoothly in all conditions paying special attention to the safety of rowers and tugboats.

### Format

Several assessment trips on the seagoing vessel along the route to which the application for a PEC relates, whereby the candidate is assessed on the practical application of knowledge gained in modules 1 to 4 by an examining pilot.

### Assessment

The components listed in the attainment targets are scored on a scale of 1 to 6, where 4 is the norm for a pass. All components must be completed with a satisfactory score. Compensation can only be applied within a component.

Two adequately assessed inbound trips and one adequately rated outbound trip must be made for Module 5.

### Present

The examiner appointed by the Regional Maritime Pilots' Association is a registered pilot who is qualified on the requested PEC route.

The observer from Groningen Seaports, Port of Harlingen, Royal Netherlands Navy Command or Rijkswaterstaat Noord-Nederland will be given the opportunity to attend.

After the assessment trip, the candidate is given the opportunity to view the score sheet and receives a copy of the trip made.

**NB.** The candidate must have successfully completed the theoretical modules (1, 2, 4), if applicable, before the practical modules (3, 5) can be followed.

### 3. Assessment form

## Assessment form examination trip

1. Date:	
2. Trip no.:	
3. Name of candidate:	
4. Name of examiner:	
5. Name of vessel:	
6. Route from:	
7. Route to:	
8. Visibility:	
9. Wind:	
10. Tug use and location:	

Content area	Score					
	1	2	3	4	5	6
1. Shipping regulations						
2. Topography/Shipping- traffic signs						
3. Tidal theory						
4. Communication						
5. Navigation						
6. Manoeuvres						
7. MRM						

Please explain the score you have entered:

Examiner's signature:

PEC holders' signature:



18

6

1 2 3

4 5 6

7 8 9

0

TALEOR

# Annex 3

## Application form Temporary PEC small seagoing vessels

Up to 1 July 2021 a Temporary PEC for Small Seagoing Vessels application may be completed in the Master's or Chief Mate's name using the form below and sent to: [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl). From Monday 16 November 2020 the form can be sent by email.

The Temporary PEC for small seagoing vessels applies to the routes in the relevant seaport area as requested within the Northern Netherlands region and is valid until 01-01-2031 at the latest. From 01-01-2031, the Temporary PEC for small seagoing vessels expires and you must have another PEC type (small seagoing vessels or regular, depending on whether you meet the conditions) for exemption from compulsory pilotage.

### **You can add several vessels to the Temporary PEC for Small Seagoing Vessels if the following conditions are met:**

- Only vessels that were registered in the Small Seagoing Vessels Register;
- The Master or Chief Mate made at least one single trip on the vessel in question in the relevant sea port area in the Northern Netherlands region in 2019 or 2020.

### **The following restrictions apply:**

- Not valid in petroleum harbours;
- Not valid for the Delfzijl-Eemshaven Seaport Area on the route as described in the Compulsory Pilotage Regulations 2021, Article 10, paragraph 2;
- Not valid for the sea port area of Den Helder-Harlingen-Terschelling on the route as described in the Compulsory Pilotage Regulations 2021, Article 18, paragraph 2;
- A maximum of 8 vessels can be added to the Temporary PEC for Small Seagoing Vessels, if you do not apply for any other PEC in the sea port area in question. Otherwise, the maximum combination of 8 vessels/routes per Master or Chief Mate applies (Compulsory Pilotage Decree, Article 4, paragraph 2).

# Aanvraagformulier tijdelijk PEC Kleine zeeschepen zeehavenregio Noord-Nederland

Application form Temporary PEC small seagoing vessels, Region Noord-Nederland

<b>1. Zeehavengebied (aankruisen):</b> <i>Seaport area (thick box):</i>	Delfzijl-Eemshaven	Den Helder-Harlingen-Terschelling
<b>2. Bedrijfsnaam aanvrager:</b> <i>Company name applicant:</i>		
<b>3. Naam aanvrager:</b> <i>Name applicant:</i>		
<b>4. E-mailadres aanvrager:</b> <i>E-mail address applicant:</i>		
<b>5. Naam PEC-houder:</b> <i>Name PEC holder:</i>		
<b>6. Geboortedatum en geboorteplaats PEC-houder:</b> <i>Date &amp; place of birth PEC holder:</i>		
<b>7. Nationaliteit PEC-houder:</b> <i>Nationality PEC holder:</i>		
<b>8. E-mailadres PEC-houder:</b> <i>E-mail address PEC holder:</i>		
<b>9. Datum aanvraag:</b> <i>Application date:</i>		
<b>10. Handtekening aanvrager:</b> <i>Signature applicant:</i>		

# Gegevens van het schip/ schepen (in de tabel hieronder in te vullen)

Data of ship(s), to be completed in the table below.

<b>Scheepsnaam</b> <i>Ship's name</i>	<b>IMO-nummer</b> <i>Lloyd's number</i>	<b>Inschrijving Register loodsplicht Kleine zeeschepen</b> <i>Registered in former Register loodsplicht Kleine zeeschepen</i>	<b>Ten minste één bezoek van kapitein of eerste stuurman aan het zeehavengebied in de periode 2019/2020 op (datum)</b> <i>Captain or Chief mate visited seaport area at least once in 2019/2020 at (date)</i>	<b>Bestemming</b> <i>Destination</i>
Ship A	IMO1234567	yes/ no	dd/mm/yyyy	Berth or port bassin
		Ja Nee		



# Annex 4

## PEC Form A, B, C

### **Northern Netherlands seaport region:**

- Seaport area Delfzijl - Eemshaven
- Seaport area Den Helder - Harlingen - Terschelling

A PEC may be completed in the Master's or Chief Mate's name, by completing the form in full. The candidate PEC holder must hold the appropriate Certificate of Competence to navigate the vessel for which the PEC application is being submitted.

An application can only concern one route in the seaport area for which the application has been submitted. A maximum of eight route - vessel combinations are possible on a PEC. A PEC can be applied for in the Master's or Chief Mate's name, by fully completing the form below and returning it to:

[vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

# Aanvraagformulier PEC zeehavenregio Noord-Nederland

Application form PEC, Region Northern Netherlands

<b>1. Zeehavengebied (aankruisen):</b> <i>Seaport area (thick box):</i>	Delfzijl-Eemshaven	Den Helder-Harlingen-Terschelling
<b>Aanvrager / Applicant</b>		
<b>2. Bedrijfsnaam aanvrager / Company name applicant:</b>		
<b>3. Naam aanvrager / Name applicant:</b>		
<b>4. E-mail adres aanvrager / E-mail address applicant:</b>		
<b>5. Voor en achternaam kandidaat PEC-houder /</b> <i>First and last name candidate PEC holder:</i>		
<b>6. Geboortedatum en -plaats kandidaat PEC-houder /</b> <i>Date and place of birth candidate PEC holder:</i>		
<b>7. Nationaliteit kandidaat PEC-houder /</b> <i>Nationality candidate PEC holder:</i>		
<b>8. E-mail adres kandidaat PEC-houder /</b> <i>E-mail address candidate PEC holder:</i>		
<b>9. Datum aanvraag / Application date:</b>		
<b>10. Handtekening aanvrager / Signature applicant:</b>		
<b>PEC-houder / PEC holder</b>		
<b>11. Heeft de (kandidaat) PEC-houder al een PEC in het zeehavengebied waarvoor u de aanvraag indient?</b> <i>Does the (candidate) PEC holder already has a PEC in the seaport area for which you are submitting the application?</i>	Ja / Yes	<b>PEC-nummer /</b> <i>PEC number:</i>  Nee / No
<b>12. Heeft de (kandidaat) PEC-houder een PEC in een ander zeehavengebied?</b> <i>Does the (candidate) PEC holder has a PEC in another seaport area?</i>	Ja / Yes	<b>Zeehavengebied /</b> <i>Seaport area:</i>  <b>PEC-nummer /</b> <i>PEC number:</i>  Nee / No
<b>13. Is de (kandidaat) PEC-houder in het bezit van een Groot Vaarbewijs?</b> <i>Does the (candidate) PEC holder has a Groot Vaarbewijs?</i>	Ja / Yes	<b>Kopie meesturen / Send in copy</b>  Nee / No

# Aanvraagformulier PEC zeehavenregio Noord-Nederland (vervolg)

*Application form PEC, Region Northern Netherlands*

## Traject / Route

14. Traject / Route:

## Schip / ship

15. Scheepsnaam / Ship's name

16. IMO-nummer / Lloyd's number

17. Lengte over alles / Length over all

18. Breedte over alles / Breadth over all

19. Zomerdiepgang / Summer draught

# Annex 5

## PEC form for small seagoing vessels

### **Northern Netherlands seaport region:**

- Seaport area Delfzijl - Eemshaven
- Seaport area Den Helder - Harlingen - Terschelling

A PEC for small seagoing vessels may be requested in the Master's or Chief Mate's name, by completing the form in full. The candidate PEC holder must hold the appropriate certificate to sail the vessel for which the PEC application is being submitted.

The PEC for small seagoing vessels applies to all routes in the seaport area for which the application is being submitted.

To be eligible for a PEC for small seagoing vessels, the seagoing vessel must meet the following three criteria:

- Seagoing vessel with a length overall of less than 115 metres;
- A distance from keel to the highest fixed point of no more than 18 metres;
- The seagoing vessel is used or will be used in a restricted sailing area at sea no more than 200 miles from the coast.

A maximum of 8 vessels can be added to the PEC for small seagoing vessels, if you do not apply for any other PEC in the sea port area in question. Otherwise, the maximum combination of 8 vessels/routes per Master or Chief Mate applies.

A PEC for small seagoing vessels can be applied for in the Master's or Chief Mate's name, by fully completing the form below and returning it to: [vergunningenRWSNN@rws.nl](mailto:vergunningenRWSNN@rws.nl).

# Formulier PEC Kleine zeeschepen zeehavenregio Noord-Nederland

Form PEC small seagoing vessels, Region Northern Netherlands

<b>1. Zeehavengebied (aankruisen):</b> <i>Seaport area (thick box):</i>	Delfzijl-Eemshaven	Den Helder-Harlingen-Terschelling
<b>Aanvrager / Applicant</b>		
<b>2. Bedrijfsnaam aanvrager / Company name applicant:</b>		
<b>3. Naam aanvrager / Name applicant:</b>		
<b>4. E-mail adres aanvrager / E-mail address applicant:</b>		
<b>5. Voor en achternaam kandidaat PEC-houder /</b> <i>First and last name candidate PEC holder:</i>		
<b>6. Geboortedatum en -plaats kandidaat PEC-houder /</b> <i>Date and place of birth candidate PEC holder:</i>		
<b>7. Nationaliteit kandidaat PEC-houder /</b> <i>Nationality candidate PEC holder:</i>		
<b>8. E-mail adres kandidaat PEC-houder /</b> <i>E-mail address candidate PEC holder:</i>		
<b>9. Datum aanvraag / Application date:</b>		
<b>10. Handtekening aanvrager / Signature applicant:</b>		
<b>PEC-houder / PEC holder</b>		
<b>11. Heeft de (kandidaat) PEC-houder al een PEC in het zeehavengebied waarvoor u de aanvraag indient?</b> <i>Does the (candidate) PEC holder already has a PEC in the seaport area for which you are submitting the application?</i>	Ja / Yes <b>PEC-nummer /</b> PEC number:	Nee / No
<b>12. Heeft de (kandidaat) PEC-houder een PEC in een ander zeehavengebied?</b> <i>Does the (candidate) PEC holder has a PEC in another seaport area?</i>	Ja / Yes <b>Zeehavengebied /</b> Seaport area:  <b>PEC-nummer /</b> PEC number:	Nee / No
<b>13. Is de (kandidaat) PEC-houder in het bezit van een Groot Vaarbewijs?</b> <i>Does the (candidate) PEC holder has a Groot Vaarbewijs?</i>	Ja / Yes <b>Kopie meesturen / Send in copy</b>	Nee / No

# Formulier PEC Kleine zeeschepen zeehavenregio Noord-Nederland (vervolg)

Form PEC small seagoing vessels, Region Northern Netherlands

Schip / ship	
14. Scheepsnaam / Ship's name	
15. IMO-nummer / Lloyd's number	
16. Lengte over alles / Length over all	
17. Breedte over alles / Breadth over all	
18. Zomerdiepgang / Summer draught	
19. Hoogte (kiel tot hoogste vaste punt) / Total height keel – top (draught + air draught)	
20. Beperkt vaargebied op zee (200 nm) / Trading area coastal waters (max 200 nm)	Ja / Yes <span style="float: right;">Nee / No</span>





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