



Rijkswaterstaat
Ministry of Infrastructure
and Water Management

Information Guide

Pilot exemption certificates for Northern Netherlands Seaport Region



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1 Introduction

This guide provides information about the procedures and requirements for obtaining a certificate giving entitlement to exemption from compulsory pilotage in the Northern Netherlands seaport region. The region is comprised of two seaport areas: the Delfzijl – Eemshaven seaport area and the Den Helder – Harlingen – Terschelling seaport area. The certificate is called a ‘Pilotage Exemption Certificate’ (PEC).

With effect from 1 January 2021, the law amending the Shipping Traffic Act (Scheepvaartverkeerswet), the 2021 Compulsory Pilotage Decree (Loodsplichtbesluit) and the 2021 Compulsory Pilotage Regulation (Loodsplichtregeling) came into force. These replace the previous Compulsory Pilotage legislation from 1995 and, among other things, provide for an updated PEC structure, whereby a vessel’s captain or first mate (in some cases after completing training) can obtain a PEC that grants entitlement to exemption from compulsory pilotage in a specific area or on a specific route. On 1 February 2023 and 1 January 2024, a number of changes were made to the 2021 Compulsory Pilotage Regulation, revising several routes, vessel types and maximum dimensions for vessels.

To obtain a PEC, it is normally mandatory to complete a training course. Depending on the PEC required, the training will consist of 2, 3 or 5 modules ([see paragraph 3.3](#)). The training is run by the pilotage association Loodsenorganisatie Regio Noord or, for routes in the Den Helder VTS area, by the Loodsenorganisatie Amsterdam-IJmond. Once all the modules have been successfully completed, the Pilotage Exemption Certificate is issued.

When the aforementioned legislation was introduced in 2021, a transitional arrangement was applied whereby, among other things, a ‘Temporary PEC for Small Seagoing Vessels’ was issued.

This was valid under certain conditions for registered vessels in the Register of Small Seagoing Vessels, which was abolished under the arrangement. Although the term of the transitional arrangement has passed, this type of PEC will still be mentioned in this information guide, for example with respect to the rules on adding a route or vessel.

This information guide provides an overview of the practicalities of obtaining, keeping or amending the Pilotage Exemption Certificate.

1.1 Competent and regional authority

The offshore approaches and shipping areas in the Northern Netherlands seaport region (approaches to Den Helder, Eemshaven and Delfzijl) each have their specific traits. Den Helder is primarily a marine and offshore port and is a short distance from the North Sea. The approach to Harlingen runs through the Wadden Sea which, being a unique and vulnerable conservation area and having dynamic tides with tidal plains and meandering gullies, is a World Heritage Site. Shipping traffic on the Wadden Sea is a mix of ferry services, commercial shipping and recreation. In 2017, the Eems was widened up to Eemshaven, to make it accessible to Panamax vessels. The Eems estuary is a convention area. Since there is no fixed border on the Eems, agreements have been reached with Germany about cooperation. These agreements have been set out in conventions.

In the Northern Netherlands seaport area, the competent authorities are:

- For shipping lanes managed by the State, the Director-General of Rijkswaterstaat.
- For the VTS area of Den Helder, an official of the Royal Netherlands Navy to be designated by the Minister of Defence. Currently, that person is the Head of Maritime Support at Navy Command, who performs the additional civilian role of State Harbour Master of Den Helder.
- For the port of Harlingen, the harbour master of Port of Harlingen.
- For the ports of Delfzijl and Eemshaven, the harbour master of Groningen Seaports.
- For the shipping lanes managed by another public body: the harbour masters of Den Oever, Terschelling, Vlieland or Oudeschild.

In his role as a regional authority, the Director-General of Rijkswaterstaat serves as a single point of contact, coordinating communication about and the handling of PEC applications for the whole Northern Netherlands seaport region. For more information, contact: vergunningenrwsnn@rws.nl.

Questions about the training programme and related matters can be sent to the pilots' association Loodswezen Regio Noord (LRN) at: regionoord@loodswezen.nl.

Questions about the training programme and related matters for routes in the Den Helder VTS area can be sent to the regional pilots' association Regionale Loodsencorporatie Amsterdam-IJmond at: PEC-AY@loodswezen.nl.



2 Procedure for admission to the training and application for a PEC

2.1 Category exemption from compulsory pilotage

Captains and chief mates of seagoing vessels with the maximum lengths, widths and drafts indicated in the table below are exempt from compulsory pilotage on the stated shipping lanes that are subject to compulsory pilotage.

Category exemption from compulsory pilotage in the Northern Netherlands seaport region			up to and including L/W/D	2021 Compulsory Pilotage Regulation (Loodsplichtregeling)
Delfzijl - Eemshaven seaport area	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	
Den Helder – Harlingen – Terschelling seaport area	5	Den Helder and Rede – Den Oever offshore approach	75/-/2,5	Article 15
	6	Den Helder and Rede - Kornwerderzand offshore approach	75/-/4	
	7	Kornwerderzand – port of Harlingen	75/-/3	
	8	Port of Harlingen – Brandaris offshore approach	75/-/6	
	9	Slenk – port of Terschelling	75/-/4,5	
	10	Schulpengat - Rede	150/-/7	
	11	Schulpengat - port of Den Helder	95/-/7* 95/-/5**	
	12	Brandaris offshore approach	140/-/6,5	
	13	Other Wadden Sea waterways	65/-/2,5	

* *Nieuwe Diep as destination and point of departure.*

** *with destination or point of departure between Moormanbrug and Koopvaarderschutsluis.*

The captain and first mate of larger vessels can apply for a Pilot Exemption Certificate up to certain dimensions. There is more information about this in [paragraph 3.3](#).

2.2 Information that must be provided prior to registering for the training

	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
9	PEC route ¹

	Vessel
10	Name + IMO/Lloyd's number
11	Overall length
12	Width
13	Summer draft
14	Vessel types according to Lloyd's Register

	PEC for Small Seagoing Vessels
15	Total height (draft to air draft)
16	Limited shipping area at sea (up to 200 NM)

The prospective PEC holder must have a certificate of competency as a captain or first mate in order to pilot the vessel to which the PEC application relates.

A PEC cannot be applied for in respect of vessels built or intended for transporting hazardous substances in bulk (defined in art. 1 2021 Compulsory Pilotage Regulation).

The procedure starts with registering for the training, by completing the following forms.

- [Form PEC A, B of C](#)
- [Form PEC Small Seagoing Vessels](#)

2.3 Registering for PEC training

The completed form must be submitted by or on behalf of the prospective PEC Holder to the licensing department (Vergunningverlening) of Rijkswaterstaat Noord-Nederland by sending it to: vergunningenrwsnn@rws.nl.

The following principles apply:

- The competent authorities decide on the application for admission to training.
- The Director-General of Rijkswaterstaat sends out the decision, in the capacity of regional authority.
- The Loodsencorporatie runs the training. There are costs associated with the training.

2.4 Admission to PEC training

The regional authority informs the applicant of whether their application for admission to the training has been successful, including the modules to be completed. The relevant Loodsencorporatie receives a copy of this notification. If the applicant is admitted to the training, they are referred to one of the two regional Loodsencorporaties. The applicant must then independently contact the designated Loodsencorporatie, which will provide the necessary information about the training programme.

2.5 Registering for the training programme

The relevant regional Loodsencorporatie sets the dates for examination. Candidates must be registered at least 6 weeks in advance for the training day and at least 6 weeks in advance for examinations for modules 1, 2 and 4. Any supplementary training is determined in consultation with the applicant and relevant regional Loodsencorporatie.

¹ Not for PEC for Small Seagoing Vessels

2.6 Registering for instruction trips (module 3) and assessment trips (module 5)

Trips as part of module 3 (instruction trips) and module 5 (assessment trips) must be requested 24 hours in advance via lodicon@loodswezen.nl or pilots.amsterdam@loodswezen.nl. If the trip falls on a weekend or a national public holiday, it must be arranged 72 hours in advance.

Trips already requested can be cancelled up to 12 hours before the start of the trip.



3 Requirements and criteria

3.1 PEC: definition

PEC holders may hold a maximum of one PEC per seaport area.

A maximum of eight combinations of a route ([see paragraph 3.2](#)) with a vessel can be exempted on the 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 on 2 different routes as 2 combinations. Sister vessels also count as separate combinations.

3.2 Defined PEC routes

The distinct PEC routes in the Northern Netherlands seaport region are as follows:

In 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 and Rede – Den Oever offshore approach
6. Den Helder en Rede – Kornwerderzand offshore approach
7. Kornwerderzand – port of Harlingen
8. Port of Harlingen – Brandaris offshore approach
9. Slenk – port of Terschelling
10. Schulpengat – Rede
11. Schulpengat – port of Den Helder
12. Brandaris offshore approach
13. Other navigable shipping routes on the Wadden Sea.

3.3 Maximum dimensions for various PEC routes

For each type of PEC, certain maximum dimensions apply to routes within the seaport areas. The table below shows these dimensions for PEC types A, B and C. A table for the PEC for Small Seagoing Vessels is included in [chapter 7](#).

Category exemption from compulsory pilotage in the Northern Netherlands seaport region			PEC	L/W/D	Modules	Fq requirement
Delfzijl - Eemshaven seaport area	1	Delfzijl – Eemshaven, from the sea lock in the port of Delfzijl	A	95-115/18/6	1,2,3	3
			B	115-125/25/6 115-125/18/6*	1,2,3,4,5	6
			C	125-140/25/6 115-125/18/6*	1,2,3,4,5	12
	2	Delfzijl – Borkum, from the sea lock in the port of Delfzijl	A	95-115/18/6	1,2,3	3
			B	115-125/25/6	1,2,3,4,5	6
			C	125-140/25/6	1,2,3,4,5	12
	3	Eemshaven - Borkum	A	95-115/18/7	1,2,3	3
			B	115-125/25/8 115-125/18/8*	1,2,3,4,5	6
			C	125-140/25/8 125-140/18/8*	1,2,3,4,5	12
	4	Borkum – Westereems	C	155-170/25/8	1,2,3,4,5	12
Borkum – Westereems, insofar as this concerns a roll-on roll-off vessel covering a fixed ferry route. The seagoing vessel in question must enter a fixed berth in the seaport area at least once a week		C	>170/40/8			
Den Helder seaport area – Harlingen - Terschelling	5	Den Helder and Rede – Den Oever offshore approach	A	75-95/-/2,5	1,2,3	3
	6	Den Helder and Rede - Kornwerderzand offshore approach	A	75-95/-/4	1,2,3	3
	7	Kornwerderzand – port of Harlingen	A	75-95/-/3	1,2,3	3
	8	Port of Harlingen – Brandaris offshore approach	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
	9	Slenk – port of Terschelling	A	75-95/-/4,5	1,2,3	3
	10	Schulpengat – port of Den Helder	A	95-115/-/7** 95-115/-/5***	1,2,3	3
11	Other Wadden Sea waterways	A	75-95/-/2,5	1,2,3	3	

* Beatrixhaven in Eemshaven.

** departing from or arriving at Nieuwe Diep.

*** departing from or arriving between Moormanbrug and Koopvaarderschutsluis.

3.4 Frequency requirement

PECs are issued without an end date and are valid for as long as the holder of the certificate meets the conditions. To maintain skill and experience, PEC holders are required to make a number of trips each year. This frequency requirement refers to a number of calls that must be made with the vessel on the route (or in the area) stated on the PEC. The number of calls depends on the type of PEC. A call is a visit to a port, i.e. both an inbound and outbound trip. The requirement applies to each route as a whole.

Pilotage Exemption Certificate	Frequency requirement
A	3 calls/year
B	6 calls/year
C	12 calls/year
PEC for Small Seagoing Vessels	none

The year is counted from the date of issue indicated on the PEC. If the PEC covers several routes, the frequency requirement applies to each route (article 4, paragraph 5 of the 2021 Compulsory Pilotage Regulation). If several vessels are on a PEC for the same route, the highest frequency requirement applies, regardless of the seagoing vessel with which the route is undertaken.

Article 10, paragraph 4 of the 2021 Compulsory Pilotage Regulation stipulates that PEC holders must inform the competent authority of the number of calls each year. This information is required in order to assess whether the holder is meeting the frequency requirement. This can be demonstrated by sending an email to the competent authority each year, along with a copy of the crew lists per call. If it is found that the frequency requirement has not been met, the PEC may be temporarily withdrawn, in full or in part. Under certain conditions, it is possible to request an exemption from the frequency requirement. These conditions are set out in [paragraph 6.3](#).

3.5 Captain/first mate

First mates can also apply for a PEC. According to article 1 of the 2021 Compulsory Pilotage Regulation, the first mate is the person who also performs that role on board. In other words: a person who has a certificate of competency as a first mate (and may also hold a PEC) but who is taken on board as a second or third mate cannot use their PEC.

The competent authority does not verify whether the first mate or captain has the right certificates of competency. That is a legal requirement: in order to sail in that capacity, a captain or first mate must always hold a declaration of health and the right competency for the specific vessel.



4 Training, examination, and issue of PEC

4.1 Training

Voor het behalen van het Pilotage Exemption Certificate vormen het lesmateriaal, zelfstudie, praktijkinstructie en de afzonderlijke modules met examens gezamenlijk het gehele opleidingsprogramma voor één gedefinieerd traject.

<i>Module 1</i> National legislation	Knowledge of the key provisions of the legislation applicable to the relevant seaport area based on the Shipping Traffic Act, such knowledge being acquired by successfully completing the training. This means knowledge of the relevant provisions of the Inland Waterways Police Regulations (Binnenvaartpolitiereglement, BPR) and of the Shipping Regulations for Territorial Sea (Scheepvaartreglement Territoriale Zee, STZ). For the Delfzijl – Eemshaven seaport area, also the relevant provisions of the Shipping Regulations for the Eems Estuary (Scheepvaartreglement Eemsmonding, SRE).
<i>Module 2</i> Language	Active or passive knowledge of the languages legally prescribed for the route in question that are needed for the necessary communication with other vessels and nautical service providers, such knowledge having been acquired by successfully completing the training. This means that the candidate can demonstrate an active command of English (to intermediate level). For the Delfzijl – Eemshaven seaport area, the candidate also demonstrates an understanding to A2 level of basic and standard nautical terms, sentences and expressions in German and is able to use them for safe navigation.
<i>Module 3</i> Instruction trip	Regular trips during which the applicant for a PEC is accompanied by a pilot in the seagoing vessel on the route to which the application relates, and instructed in the local situation and the attendant navigation, in order to acquire knowledge pertaining to the geographical and nautical conditions on the route in question in the relevant seaport area. To pass this module, 3 inbound and 3 outbound instruction trips must be made.
<i>Module 4</i> Practical exam in regional legislation	Practical and theoretical knowledge, determined by the competent authority, of local and regional regulations, communication procedures, topography, shipping guidance, knowledge of tides and the appropriate navigation methods, such knowledge having been acquired by successfully completing the training.
<i>Module 5</i> Assessment trip	A number of successfully completed assessment trips with the vessel on the route to which the PEC application relates, during which the PEC applicant is assessed with respect to the practical implementation of the knowledge acquired in modules 1 to 4. To pass this module, 2 inbound and 1 outbound trip must be made and awarded satisfactory scores.

If applicable, candidates must first have passed the theory modules (1, 2, 4) before they can do the practical modules (3², 5) ([Annex 2 Attainment levels](#)).

4.2 Guideline on exemptions from modules by competent authorities

The Compulsory Pilotage Regulation allows scope for the competent authority to grant exemption from one more modules in individual cases (article 3, paragraphs 2, 3 and 4 2021 Compulsory Pilotage Regulation).

In the Northern Netherlands seaport region, this statutory permission to grant exemption from modules 1, 2 and 4 involves the following steps/questions:

1. Has the applicant already passed modules 1, 2 or 4 for their PEC (or a prior addition to the PEC or in another region), or do they have knowledge about these modules obtained in another manner? If so:
2. Does the content of the module (or other training) that has been passed match that of the required module? In other words: is the training for that specific module (considering the route) the same or virtually the same as the training for/content of the module already passed? If so:
3. Does the applicant possess sufficient knowledge on this point?

If the answer to these three questions is yes, an exemption will be granted pursuant to article 3, paragraph 2, 3 or 4 of the 2021 Compulsory Pilotage Regulation. This means a bespoke arrangement per applicant. Several points can be clarified here:

Module 1

Groot Vaarbewijs (large boat licence): a captain/first mate in possession of a large boat licence (the full version, not the conditional licence) has sufficient knowledge to obtain a partial exemption from module 1 in a seaport area. Depending on which Groot Vaarbewijs was obtained, this may be a partial exemption for BPR knowledge (GVB B) or for BPR and SRE knowledge (GVB A). Having a GVB does not lead to exemption for knowledge of the STZ.

Klein Vaarbewijs (small boat licence): a captain/first mate in possession of a small boat licence cannot obtain exemption from module 1, because a small boat licence is for pleasure craft (length 15 to 25 metres) and the smallest inland vessels (length 15 to 20 metres).

Adding a vessel or route in the same seaport area to a:

- PEC A, B, C or PEC for Small Seagoing Vessels: a captain/first mate who already has a PEC in the port area where they wish to add a vessel or route gets an exemption from module 1 and does not have to redo that module.
- Temporary PEC for Small Seagoing Vessels: bespoke, assessed on a case-by-case basis. As this PEC is a transitional measure and the captain is not tested on their module 1 knowledge and skill, a bespoke arrangement is made by the competent authority. For example, this might entail only granting exemption from module 1 if the vessel to be added is a sister vessel as defined by the IMO (IMO resolution MSC/Circ.1158).

Applying for a PEC in another seaport area: a captain/first mate who has a PEC and is applying for a PEC in another seaport area is not exempt from module 1 on the grounds of having a PEC in another seaport area. This is because the training for and testing of the module 1 knowledge is specific to a particular seaport area, with its own regional traits.

² For routes in the Den Helder VTS area, module 3 can be started before passing the theory modules.

Module 2

This module may include several languages and the requirement applies per language. Consequently, partial exemptions (per language) are possible for this module.

Native speakers: English or German get a (partial) exemption from Module 2.

Active English: in accordance with the above 3 questions, a captain/first mate already has a general command of English Standard Marine Vocabulary, since this is part of a first mate's maritime training. The basic premise is therefore that every applicant has a sufficiently active command of English and is exempt from the 'active English' language requirement, unless the competent authority has any doubts about this. If, however, the competent authority finds that the applicant (see question 3 above) does not have sufficient knowledge of English or has doubts as to their English knowledge, the applicant will have to sit the exams.

Adding a vessel or route in the same seaport area to a:

- PEC A, B, C or Small Seagoing Vessels: a captain/first mate who already has a PEC in the port area where they wish to add a vessel or route gets an exemption from module 2 if the language requirement is the same.
- Temporary PEC for Small Seagoing Vessels: bespoke, assessed on a case-by-case basis. As this PEC is a transitional measure and the captain is not tested on their module 2 knowledge and skill, a bespoke arrangement is made by the competent authority. For example, this might entail only granting exemption from module 2 if the vessel to be added is a sister vessel as defined by the IMO (IMO resolution MSC/Circ.1158).

Applying in another seaport area for a:

PEC A, B, C or Small Seagoing Vessels: a captain/first mate who has a PEC and is applying for a PEC in another seaport area gets an exemption from the language requirements they already meet on the basis of their PEC in the other seaport area.

Module 4

Since this module covers local knowledge, it is unlikely that an exemption can be granted for this module. The exception is if a captain already has a PEC for a particular seaport area and wishes to add a vessel to the route to which their PEC already applies. When adding another route to a PEC in a particular seaport area, the competent authority checks whether an exemption is possible. However, this is determined on a case-by-case basis.

4.3 Modules 1, 2 and 4: Examination

Modules 1, 2 and 4 are completed by passing the test (on one day) as specified by the competent authority in the attainment levels. For more on this, see the examination regulations³ and the attainment levels (Annex 1 and 2 respectively). These contain more information about other aspects of the training and the exams. If you have any further questions, get in touch with Loodswezen Regio Noord (regionoord@loodswezen.nl) or, for routes located in the Den Helder VTS area, Loodswezen Amsterdam-IJmond (PEC-AY@loodswezen.nl).

To obtain a PEC A, the applicant must fulfil the requirements of modules 1, 2 and 3 as well as having practical and theoretical knowledge of the local shipping guidance procedures. The latter requirement is met by paying a visit to the relevant traffic control centre (Den Helder, Harlingen or Groningen Seaports at Delfzijl) where the applicant receives brief instruction and, if available, the communication regulations applicable to the approach concerned.

³ Separate examination regulations have been drawn up for routes located in the Den Helder VTS area. As these regulations are virtually the same as the examination regulations in Annex 1, they have not been included in the Information Guide.

4.4 Instruction trips (module 3)

The purpose of instruction trips is for prospective PEC holders to gain the following knowledge and skills:

- The ability to put into practice the knowledge acquired from the course material, and utilise all available resources in order to contribute, in conjunction with other traffic and VTS, to a safe and smooth passage.
- Knowledge of the sailing behaviour of other traffic typical of the waters concerned and the resulting limitations with regard to navigation and manoeuvring.
- Use of navigation tools, navigating in fog, communication in English and/or German when participating in, and understanding the exchange of traffic information and manoeuvring.
- Instruction in topography.
- Instruction in laws, rules, and regulations.

When booking a pilot, it is essential to specify that the booking is for an instruction trip.

4.5 Assessment trips (module 5)

During assessment trips (also referred to as examination trips), the prospective PEC holder is assessed for sufficient knowledge of and skills in:

- Putting into practice the knowledge gained in modules 1 to 4. Making use of all available resources in order to contribute, in conjunction with other traffic and VTS, to a safe and smooth traffic flow.
- Knowledge of the sailing behaviour of other traffic typical of the waters concerned and the resulting limitations with regard to navigation and manoeuvring.
- Use of navigation tools, navigating in fog, communication in English and/or German when participating in and understanding the exchange of traffic information and manoeuvring.
- Applying topographical knowledge.
- Practical application of laws, rules and regulations.
- Navigation policies applied.

When booking a pilot, it is essential to specify that the booking is for an assessment trip.

4.6 Completing the training programme

The prospective PEC holder or their representative is informed by the regional Loodsencorporatie of the outcome of the training programme within 5 working days of the last assessment trip. At the same time, the Loodsencorporatie notifies the relevant competent authorities. Once they have passed the training, prospective PEC holders can then submit their application for a PEC to the regional authority, using the same form as the one they used to register.

If a prospective PEC holder does not pass the training, the regional Loodsencorporatie informs the competent authorities. Resumption of the training is considered in individual cases.

4.7 Issue of the PEC number and issue of the PEC

Applications for a PEC can be submitted once the required modules have been successfully completed. They can be submitted to the same office as the one at which the prospective PEC holder registered, i.e. vergunningenrwsnn@rws.nl. The PEC is sent out by the regional authority, along with the decision, and is assigned a unique number. The PEC holder can use this number whenever they report to the traffic control centre in the relevant seaport area.

4.8 Costs

An administrative fee of €300.00 per initial PEC application is payable to the competent authority. There are also costs associated with the training. The training fee must have been paid to the regional Loodsencorporatie prior to starting the training and the theory exams.

The training fee for module 3 and the exam fee for module 5 are the rates applicable at the time for the piloted trips concerned.



5 Supplementing the PEC

There are two situations in which a PEC holder can supplement their PEC:

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

5.1 Adding a vessel

A PEC may consist of a combination of 8 vessels/routes.

Vessels and routes can also be removed from the PEC.

A sister vessel, as defined by IMO resolution MSC/Circ.1158, will be added to the PEC on request without any additional training requirements. Sister vessels count towards the combination of a maximum of 8 vessels/routes.

If the vessel in the application for a PEC A, B or C is not a sister vessel, it will be added once module 5 has been successfully completed with the vessel concerned. There are no additional requirements for a PEC for Small Seagoing Vessels. The vessel to be added must be within the parameters set for the type of PEC. If a frequency requirement applies, it applies to the largest vessel on the route in question.

When the compulsory pilotage legislation was introduced in 2021, a transitional arrangement was applied for a brief period. Among other things, this covered the issue of a 'Temporary PEC for Small Seagoing Vessels' to vessels from the (now defunct) Register of Small Seagoing Vessels. These Temporary PECs are valid until 1 January 2031. A sister vessel may be added to these. No other vessels, including small seagoing vessels, can be added. The normal application procedure must be followed in this case.

A Temporary PEC for Small Seagoing Vessels cannot be converted to a different PEC.

5.2 Adding a route

If a PEC holder wishes to add a new route to their PEC, module 1 and module 2 are exempt and modules 3 and, if applicable, 4 and 5 must be successfully completed. The vessels on the PEC must be within the parameters set for the type of PEC, if a new route necessitates a region-specific type of PEC.

6. Withdrawing and restricting a PEC

The 2021 Compulsory Pilotage Decree and the 2021 Compulsory Pilotage Regulation stipulate requirements for maintaining the validity of a PEC.

6.1 Withdrawal of a PEC

Pilotage Exemption Certificates cease to be valid if they are withdrawn, temporarily or permanently, by the competent authority in the event that:

- The PEC holder does not meet the frequency requirement applicable to them and is not eligible for exemption from that requirement. The obligation to meet the frequency requirement applies to each route.
- The PEC holder no longer meets the requirements of issue.
- The PEC holder has lost the competence to act as captain or first mate on board a seagoing vessel.
- The seagoing vessel to which the PEC relates has been extensively remodelled.
- The PEC holder does not abide by the regulations and rules applicable to the shipping lane and does not conduct themselves in the manner befitting a good shipping traffic participant.
- Competent authorities deem it irresponsible from a safety perspective for the PEC holder to act as such.

6.2 Restrictions

PEC holders must take a pilot with them when:

- Specifically mentioned weather conditions or specifically mentioned conditions affecting the vessel, the passengers, the cargo, shipping or the shipping lane necessitate it.
- The vessel is unsuitable from the point of view of propulsion and manoeuvrability.

- The available room for manoeuvre for shipping traffic is limited to such an extent that unsafe situations may arise.
- Any wind and/or visibility restrictions mentioned on the PEC apply.

6.3 Lifting of frequency requirement

The following guidelines apply to the withdrawal of a PEC on account of the frequency requirement not being met, and the possibility of exemption from that requirement:

1. If, at the end of the test year, the PEC holder does not meet the frequency requirement, the PEC will be withdrawn or the route scrapped. Each test year for the PEC as a whole starts from the date on which a route or vessel is added to the PEC.
2. When the PEC holder has completed at least half of the required trips, they may apply for an exemption for those trips within three months of the expiry date.
3. The 'exemption from frequency requirement' application must state the reason for not meeting the frequency requirement. Exemption will be granted if there are special circumstances.
4. A decision to grant the exemption following successful completion of module 5 (2 in/1 out) may be made by the authority that has competence to decide on the application.
5. An exemption from the frequency requirement can be granted for a maximum of two consecutive years and a maximum of four times every ten years, counting from the date of the first application for exemption.
6. If the PEC covers several routes, these guidelines apply to the specific route on which the frequency requirement is not met.

NB PEC holders who do not meet the frequency requirement for routes located in the Den Helder VTS area cannot apply for exemption for that area.

If a PEC has been withdrawn, a new application can be made. Possible exemptions from the training modules are at the discretion of the competent authority.

If several vessels have been added to a PEC which belong to different PEC types, the highest frequency requirement applies. This is dependent on the length of the largest vessel. When a PEC has expired due to failure to meet the highest frequency requirement, a new PEC application can be made for those vessels on the PEC that have a lower frequency requirement. Trips made with the largest vessel can count towards the frequency requirement provided they are undertaken within the reference period. This rule only applies if the vessels are deployed on the same PEC route.



7. PEC for Small Seagoing Vessels

A PEC for Small Seagoing Vessels is valid on all routes in the relevant seaport area and no frequency requirement applies.

A PEC for Small Seagoing Vessels can be applied for in the name of the captain or first mate, by completing all sections of the PEC form in Annex 5 and sending it to: vergunningenrwsnn@rws.nl.

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

- An overall length of less than 115 metres.
- The distance from the keel (draft) to the air draft of the vessel is a maximum of 18 metres.
- The vessel is or will be used in a limited area at sea, within a range of no more than 200 miles off the coast.

The PEC training comprises modules 1 and 2. For more on this, see [chapter 4](#).

Depending on the route sailed, a PEC for Small Seagoing Vessels, whether temporary or not, cannot be used if the maximum dimensions stated in the table below are exceeded (overall length, width and actual draft).

Maximum dimensions for Small Seagoing Vessels in the Northern Netherlands seaport region			L/W/D	2021 Compulsory Pilotage Regulation (Loodsplichtregeling)
Delfzijl - Eemshaven seaport area	1	Oosterhornhaven (Delfzijl) including approach via the Oosterhorn canal and the sea lock in the port of Delfzijl	95/13/6	Article 10 paragraph 2
	2	Delfzijl - Eemshaven	-/18/6	
	3	Delfzijl - Borkum	-/18/6	
	4	Eemshaven - Borkum	-/18/7	
	5	Borkum - Westereems	-/25/8	
Den Helder – Harlingen – Terschelling seaport area	6	Den Helder and Rede – Den Oever offshore approach	95/-/2,5	Article 18 paragraph 2
	7	Den Helder and Rede - Kornwerderzand offshore approach	95/-/4	
	8	Kornwerderzand – port of Harlingen	95/-/3	
	9	Port of Harlingen – Brandaris offshore approach	-/-/6,5	
	10	Slenk – port of Terschelling	95/-/4,5	
	11	Schulpengat - Rede	-/-/7	
	12	Schulpengat – port of Den Helder	-/-/7* -/-/5**	
	13	Brandaris offshore approach	-/-/6,5	
	14	Other Wadden Sea waterways	95/-/2,5	

** departing from or arriving at Nieuwe Diep.

** departing from or arriving between Moormanbrug and Koopvaarderschutsluis.

8. Working vessels

Working vessels may be covered by the category exemption from compulsory pilotage. Alternatively, exemption from compulsory pilotage may be applied for.

For information about the conditions for exemption or applying for exemption, contact vergunningenrwsnn@rws.nl.

8.1 Exemption for working vessels

A captain of a working vessel is exempt from compulsory pilotage in the period during which that vessel is undertaking work in the relevant seaport area or is sailing in the relevant seaport area in order to perform other necessary, related activities. The condition is that the vessel does not exceed the maximum length and, if applicable, the width or draft stated in the ministerial regulation for the seaport area or a part of that area. If, in the opinion of the competent authority, a captain is not sufficiently familiar with the local conditions and communication procedures, ad hoc compulsory pilotage will be imposed.

Working vessels are exempt from compulsory pilotage if their captain works in or is familiar with the relevant seaport area and there are no other reasons or special conditions that would constitute grounds to impose ad hoc compulsory pilotage.

As the person with ultimate responsibility for the working vessel, the captain ensures that a qualified and competent bridge team is on board.

The decision-making framework below has been drawn up as a decision aid:

1. Used for the purpose.

The working vessel carries out work in the relevant seaport area or sails in the area in order to perform other necessary, related activities.

The term ‘used’ for the purpose is broader than just dredging work. It also encompasses work related to dredging, such as bunkering, and sailing between the different work areas, to an unloading quay or a shipyard.

2. There are no situations and circumstances that necessitate the imposing of ad hoc compulsory pilotage.

If there is a situation in which weather conditions or conditions affecting the vessel, its passengers, the cargo, shipping traffic or the shipping lane make it necessary to use the services of a pilot, compulsory pilotage can be imposed (Article 15, 2021 Compulsory Pilotage Decree).

3. There is no doubt as to the familiarity of the working vessel’s captain with local conditions and communication procedures.

First assessment: has the captain completed enough sailing hours with the working vessel in the relevant shipping area in the last two years prior to the time of assessment? As a guideline, this is 32 sailing hours completed during the two years prior to the time of assessment. If not, the captain is required to complete eight assessed sailing hours with a pilot. This also applies in case of doubt or ambiguity concerning the familiarity of the working vessel’s captain with local conditions and communication procedures.

Once the vessel has commenced work, failure to adhere to communication procedures, near misses and incidents can result in ad hoc pilotage being imposed. Compulsory pilotage may be extended, depending on the findings of the pilot on board and of the competent authority.

Points to bear in mind with regard to familiarity with local conditions and communication procedures:

- Listening carefully to and communicating on the VHF channel for the sector in which the vessel is located.
- The ability to clearly state intentions (for example, reporting the location at which suction caissons are positioned in a sand extraction area and proposed sailing pattern; reporting the proposed route to the replenishment area).
- Taking account of other shipping traffic.
- Local familiarity, key topography.

A visit to a traffic control centre is another option that can be determined both during the first assessment and at a later stage. This is assessed on a case-by-case basis.

4. The working vessel must be sufficiently suited to the relevant area from the point of view of propulsion and manoeuvrability and appropriate to the dimensions and characteristics of the shipping lane.

Maximum dimensions for working ships in the Northern Netherlands seaport region			L/W/D	2021 Compulsory Pilotage Regulation (Loodsplichtregeling)
Delfzijl - Eemshaven seaport area	1	Delfzijl – Eemshaven, from the sea lock in the port of Delfzijl	140/25/6 140/18/6*	Article 8
	2	Delfzijl – Borkum, from the sea lock in the port of Delfzijl	140/25/6	
	3	Eemshaven - Borkum	140/25/8 140/18/8*	
	4	Borkum - Westereems	170/25/8	
Den Helder – Harlingen – Terschelling seaport area	5	Den Helder and Rede – Den Oever offshore approach	95/-/2,5	Article 16
	6	Den Helder and Rede – Kornwerderzand offshore approach	95/-/4	
	7	Kornwerderzand – port of Harlingen	95/-/3	
	8	Port of Harlingen – Brandaris offshore approach	125/-/6,5	
	9	Slenk – port of Terschelling	95/-/4,5	
	10	Schulpengat - Rede	150/-/7	
	11	Port of Den Helder	115/-/7** 115/-/5***	
	12	Brandaris offshore approach	140/-/6,5	
	13	Other Wadden Sea waterways	95/-/2,5	

* Beatrixhaven in Eemshaven.

** departing from or arriving at Nieuwe Diep.

*** departing from or arriving between Moormanbrug and Koopvaarderschutsluis.

8.2 Exemption on case-by-case basis for working vessels

On request, and provided it makes sense with regard to the safety of shipping traffic on the relevant shipping lanes, the competent authority can grant exemption on designated shipping lanes for the period during which the vessel is carrying out work or undertaking other related and necessary activities. Some reasons for applying for an exemption are:

1. If the working vessel exceeds the maximum dimensions stated in paragraph 8.1.
2. If the working vessel does not meet the conditions for exemption from compulsory pilotage but is carrying out work. Examples of such work include work for large projects or work just outside the waters subject to compulsory pilotage which involves repeatedly navigating those waters.

Any exemption will be granted in writing and may be made subject to certain stipulations and restrictions pertaining to matters such as meeting a frequency requirement.

Since the conditions for granting exemption are so wide-ranging, decisions are tailored to the individual application. The knowledge and experience of the captain or first mate from previous projects in the seaport area will also be a key factor.

One stipulation that may be attached to exemption is that, prior to the work being done, a visit is made to a traffic control centre (VTS centre) for a briefing on the work and the basic principles that apply at the locality. Alternatively, the exemption might stipulate, for example, an instruction trip with a pilot lasting a certain number of hours.



9. Other exemptions

9.1 Exemption in specific cases

Provided it makes sense with regard to the safety of shipping traffic on the relevant shipping lanes, at the request of the captain or first mate of a seagoing vessel the competent authority may grant exemption from compulsory pilotage on board a vessel in the following cases:

- a. For a vessel that is not eligible for exemption for shifting vessels as defined in article 3, paragraph 3(d) or (e) of the 2021 Compulsory Pilotage Decree, but which does move as referred to in one of those parts of the seaport area or moves within a designated part of the seaport area.
- b. For a vessel in an emergency situation affecting the vessel, the passengers, the cargo, shipping traffic or the shipping lane.
- c. If a pilot cannot be provided within a reasonable period.

The captain or first mate will be required as a minimum to be familiar with the local conditions and communication procedures. Should there be reason to do so, the competent authority can also impose ad hoc compulsory pilotage in such a situation.

Stipulations may be attached to the exemption. These may pertain to matters such as having completed one or more modules or meeting a frequency requirement. Since the competent authority's decision to grant or refuse exemption depends on the specific situation, no general rules can be given as to when a captain or first mate will obtain exemption. This is a residual category of exemptions for which no general principles can be given, other than the cases in which exemption can be granted.

Compulsory pilotage legislation does not provide for a blanket exemption. All cases in which exemption is possible are described.

9.2 Exemption for Offshore Supply Vessels at Den Helder

Article 21 of the 2021 Compulsory Pilotage Regulation implements the option of granting exemption from compulsory pilotage to a captain or first mate of seagoing vessels carrying hazardous cargo if they are sufficiently familiar with local conditions and communication procedures. This mainly affects offshore supply vessels transporting hazardous cargo in bulk to and from oil and gas platforms on the Den Helder – port of Den Helder offshore approach route.

Offshore supply vessels up to 85 metres are eligible for exemption once 3 calls have been made and positively assessed by a pilot. Whilst the law does not allow scope to add an assessed trip to the PEC A, this can be done when granting exemption pursuant to Article 21 of the Compulsory Pilotage Regulation. The trips are assessed and summarised in reports. This can be done by three individual pilots. Exemption can be granted if all three of them approve the trips (score them as satisfactory).

When booking a pilot, it is essential to specify that the booking is for an assessment trip.

Information can be requested from PEC-AY@loodswezen.nl and/or the competent authority for the Den Helder VTS area from Verkeersdienst.CZSK@mindef.nl.

9.3 Procedure for the exemption for Offshore Supply Vessels at Den Helder

Exemption applicants must send their applications to vergunningenrwsnn@rws.nl, providing the following details in the 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	Exemption route
9	Attached: 3 reports from the Loodswezen with positive scores

	Vessel
10	Name + IMO number
11	Overall length
12	Width
13	Summer draft
14	Vessel type according to Lloyd's Register

The content of the application will be assessed by the competent authority for the Den Helder VTS area. They will also make a decision on the application and sign its decision.

Annex 1

Examination Regulations

1. General

Article 1.1 Applicability of the regulations

These regulations apply to PEC examinations for the Northern Netherlands Seaport Region, except for routes as defined in Article 20 (a), (b), (e) and (f) of the 2021 Compulsory Pilotage Regulation.

Article 1.2 Amendments to or adoption of the regulations

If the regulations are to be amended or adopted, the board asks the regional courses and training coordinator and the competent authority to contribute their opinions. The decision on adopting or amending the regulations is taken by the board, and includes a response to the opinions received. A copy of this decision is sent to the aforementioned stakeholders.

2. Examinations

Article 2.1 Form of examinations

1. An examination comprises a theory exam and/or a practical exam (modules 1, 2, 4). Theory exams are sat in writing, online or orally. The practical exam (module 5) entails practical trips.
2. The form and content of the examinations are documented in the attainment levels as described in Annex 1 to these Examination Regulations

Article 2.2 Sitting theory exams

1. The candidate concerned is invited with plenty of advance notice to sit the theory exams at the offices of the RLC for the North region.
2. Candidates are forbidden from taking anything with them into the room where the exams are sat that contains information in any form, unless this is expressly permitted by the examiner.
3. Any candidate who does not comply with paragraph 2 can be excluded by the examiner from further participation in the exam in question.

Article 2.3 Examination procedure

1. Exams sat by candidates are assessed by two examiners. An observer is present at exams on behalf of the regional authority.
2. At the end of the exam, the examiners send the results to the RLC board.

Article 2.4 Determining and notifying examination results

1. The result of a theory exam is notified by the examiners no more than 1 hour after the exam ends, whilst the result of a practical exam is notified as soon as possible after the last assessment trip, but no later than one week after this exam.
2. The RLC board ensures that the results of exams are registered and informs the competent authority of the result achieved by the candidate concerned as soon as possible.

Article 2.5 Right of access

Once the result of an exam has been notified, the candidate has the right to view the assignments and the assessed work, as well as the standards on the basis of which the assessment was made. Such access is allowed 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' dated 18 May 2015 adopted for that purpose by the National Archive and published in Staatscourant (official gazette) 13105.

Article 2.7 Pass, resit or fail

1. Candidates are eligible to resit a theory exam for modules 1, 2 or 4 if an unsatisfactory score of not less than a 3, on a scale of 1 to 6, is obtained for one module.
2. In the case of a resit, the candidate can resit the exam at the next opportunity.
3. Resits take the same form and, in principle, are sat in the same manner as the original exam.
4. A resit supersedes previous performance and the associated score.
5. Candidates fail if:
 - a. they obtain a score of less than 3 or if an unsatisfactory score (3) is obtained for more than one module;
 - b. the candidate concerned withdraws during an exam;
 - c. an unsatisfactory score is obtained on a resit;
 - d. one or more of the situations referred to in article 2.2, paragraph 2 apply, or in the case of actual or attempted fraud, cheating or plagiarism before or during the exam;
 - e. they do not take the opportunity to resit an exam.

- f. If a candidate fails, they can resit at the second exam opportunity after the one at which they failed.
- g. If a candidate fails twice, RLC and the competent authority evaluate the situation and discuss the next steps.
- h. With respect to assessment trips, a maximum of 1/3 of the trips may be repeated provided the score is no lower than 3 for each content area, as described on the assessment form referred to in Annex 2. If a repeat trip again results in an unsatisfactory score, the candidate will fail Module 5.
- i. If a score of less than 3 is obtained for one of the components, Module 5 is failed. Following a fail, module 5 must be repeated in its entirety. In the event of a fail, a decision may be made, in consultation with the candidate and the competent authority, to undertake a number of extra trips for module 3.

Article 2.8 Examination schedule

1. The exams for modules 1, 2 and 4 are taken on the same day, at the offices of RLC Noord. At least four exam days are held each calendar year. An exam day will not take place if there are fewer than three examination candidates.
2. Trips with a pilot as part of module 3 (instruction trips) and module 5 (assessment trips) are requested from RLC Noord at least 24 hours in advance via lodicon@loodswezen.nl. If the trip falls on a weekend or a national public holiday, it must be arranged 72 hours in advance. Trips already 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 exams.
3. The training and examination fees for modules 1 and 2 are charged at the rates set by the ACM at that time.
4. The training fee for module 3 and the exam fee for module 5 will be the rates applicable at the time for the pilotage trips concerned.

3. Complaints

Article 3.1 Complaints about the manner in which an examination takes place

1. Complaints regarding the course of events during an exam can be submitted to the competent authority within five working days after the exam.
2. Complaints must be signed and, as a minimum, include:
 - a. the name and address of the complainant;
 - b. the date;
 - c. a description of the course of events about which the complaint is being made.
3. A complaint can be declared inadmissible if the requirements stated in this article are not met.

4. Other provisions

Article 4.1 Hardship clause

In all instances not provided for or adequately covered by these regulations, the board of the regional Loodsencorporatie shall decide.

Article 4.2 Amendments

Any amendment to these regulations shall not apply to ongoing PEC training, unless the interests of the candidates concerned are not disproportionately affected by the amendment.

Article 4.3 Entry into force and title to be cited

These regulations enter into force with effect from the first day after their adoption and can be cited as 'Examination Regulations PEC Seaport Region North'.

Eemshaven, 14-12-2021

The board of the Regionale Loodsencorporatie Noord



Bert Oldenbeuving

Chair

Annex 2

Attainment levels

Attainment levels for Modules 1, 2, 4 and 5 2021

Compulsory Pilotage Regulation Northern Netherlands Seaport Region

Module 1

Knowledge of the key provisions of the legislation applicable to the relevant seaport area based on the Shipping Traffic Act, such knowledge being acquired by successfully completing the training.

Attainment levels for the Northern Netherlands seaport region

- For the Den Helder – Harlingen – Terschelling seaport area, the candidate demonstrates a command of the relevant provisions of the Shipping Traffic Regulations for Territorial Sea and the Inland Waterways Police Regulations and is able to apply this knowledge in practical situations.
- For the Delfzijl – Eemshaven seaport area, the candidate demonstrates command of the relevant provisions of the Shipping Traffic Regulations for Territorial Sea, the Shipping Traffic Regulations for the Eems Estuary, and the Inland Waterways Police Regulations and is able to apply this knowledge in practical situations.
- The inbound trip from the offshore approach serves as the guide with regard to knowledge of relevant aspects of the law. This includes: regional aspects such as main and tributary waterways, sailing rules, requiring cooperation and giving priority, and visual signals.

Form

Oral, maximum 50 minutes.

Assessment

Score of 1 to 6, 4 being a standard pass.

Present

Two examiners (registered pilots) and one observer from Groningen Seaports, Port of Harlingen or Rijkswaterstaat Noord-Nederland or, for routes as defined in Article 20 (a), (b), (e) and (f) 2021 Compulsory Pilotage Regulation, an observer from Navy Command.

Module 2

Active or passive knowledge of the languages legally prescribed for the route in question that are needed for the

necessary communication with other vessels and nautical service providers, such knowledge having been acquired by successfully completing the training.

Attainment levels for the Northern Netherlands seaport region

- The candidate demonstrates the ability to communicate effectively in English at intermediate or lower intermediate level with the competent authority, VTS and other shipping lane users and is able to share and process relevant information for safe navigation.
- For the Delfzijl – Eemshaven seaport area, the candidate also demonstrates an understanding to A2 level of basic and standard nautical terms, sentences and expressions in German and is able to use them for safe navigation.

Form

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 conducted through Talencentrum RUG.

Assessment

To pass intermediate level (= first mate) for the online English test and TOSE, 80% of the questions must be answered correctly.

Present

Two examiners (registered pilots) and one observer from Groningen Seaports, Port of Harlingen or Rijkswaterstaat Noord-Nederland or, for routes as defined in Article 20 (a), (b), (e) and (f) 2021 Compulsory Pilotage Regulation, an observer from Navy Command.

Module 4

Practical and theoretical knowledge of local and regional regulations, communication procedures, topography, shipping guidance, tug procedures and the associated navigation method, such knowledge having been acquired by successfully completing the training and tested by the competent authority.

Attainment levels for the Northern Netherlands seaport region

- De• The candidate demonstrates a command of the provisions of general and special shipping regulations, port and police directives that are relevant to them and is able to apply this knowledge in practical situations.

- The candidate is familiar with the following as relevant to the seaport area:
 - o marine radio and traffic guidance procedures;
 - o currents, tides and banks;
 - o directions and depths of shipping lanes;
 - o courses to be steered in different conditions;
 - o location and placement of traffic signs, shore lights, anchorages and landmarks;
 - o navigation tools to be used;
 - o works located in or above the shipping lanes;
 - o pilotage areas, including areas where a pilot is required from the shore;
 and is able to apply this knowledge in practical situations.
- The candidate has mastered the skill of safe manoeuvring in all conditions.
- Candidates for the Den Helder – Harlingen – Terschelling seaport area via VTS Terschelling visit the traffic control centre of Harlingen’s port authority.
- Candidates for the Den Helder – Harlingen – Terschelling seaport area via VTS Den Helder visit the Den Helder traffic control centre.
- Candidates for the Delfzijl – Eemshaven seaport area visit the Port Coordination centre of Groningen Seaports in Delfzijl.

Form

Oral, maximum 60 minutes.

Assessment

Score of 1 to 6, 4 being a standard pass.

Present

Two examiners (registered pilots) and one observer from Groningen Seaports, Port of Harlingen or Rijkswaterstaat Noord-Nederland or, for routes as defined in Article 20 (a), (b), (e) and (f) 2021 Compulsory Pilotage Regulation, an observer from Navy Command.

Module 5

A number of successfully completed assessment trips with the seagoing vessel on the route to which the PEC application relates, during which the PEC applicant is assessed with respect to the practical implementation of the knowledge acquired in modules 1 to 4.

Attainment levels for the Northern Netherlands seaport region

In order to navigate safely, the candidate demonstrates command of the following components:

- Situational Awareness with knowledge of and insight into the sailing behaviour of other traffic typical of the waters concerned and the resulting limitations with regard to navigation and manoeuvring.
- Bridge Resource Management to acquire and maintain the greatest possible situational awareness by making optimal use of the available bridge team.
- Use of navigation tools.
- Following communication procedures to ensure the smooth functioning of the traffic guidance system.
- Ability to manoeuvre safely and smoothly in all circumstances, paying particular attention to the safety of rowers and tugs.

Form

Several assessment trips with the vessel on the route to which the PEC application relates, during which the candidate is assessed by an examining pilot with respect to the practical implementation of the knowledge acquired in modules 1 to 4.

Assessment

The components stated in the attainment level are scored on a scale of 1 to 6, 4 being a standard pass. All components must be passed. Scores can only be offset within a single component.

For the purposes of module 5, two inbound and one outbound trip must be made, all of which achieve a satisfactory score.

Present

The examiner designated by the Regionale Loodsencorporatie is a registered pilot who is qualified for the PEC route that is the subject of the application. The observer from Groningen Seaports, Port of Harlingen, Navy Command or Rijkswaterstaat Noord-Nederland is offered the opportunity to be present. After the assessment trip, the candidate is given access to the score form and is given a copy of the report on the trip.

NB. If applicable, candidates must first have passed the theory modules (1, 2, 4) before they can do the practical modules (3, 5).

Annex 3

Assessment form

Assessment form for PEC examination trip

1. Date:	
2. Trip number:	
3. Name of candidate:	
4. Name of examiner:	
5. Name of vessel:	
6. Route from:	
7. Route to:	
8. Visibility:	
9. Wind:	
10. Tug used and where:	

Content area	Score					
	1	2	3	4	5	6
1. Regulations on board vessel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Topography/Shipping traffic signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Tidal knowledge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Communication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Navigating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Manoeuvring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. MRM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explain the reasons for the score entered:

--

Handtekening examiner:

Handtekening PEC-houders:

Annex 4

Application form for PEC A, B and C

Aanvraagformulier PEC zeehavenregio Noord-Nederland <i>PEC application form, Region Northern Netherlands</i>		
1. Zeehavengebied (aankruisen): <i>Seaport area (tick box):</i>	<input type="checkbox"/> Delfzijl-Eemshaven	<input type="checkbox"/> Den Helder-Harlingen-Terschelling
Aanvrager / Applicant		
2. Bedrijfsnaam aanvrager / Company name of applicant:		
3. Naam aanvrager / Name of applicant:		
4. E-mailadres aanvrager / Applicant's email address:		
5. Voor en achternaam kandidaat PEC-houder / First and last name of prospective PEC holder:		
6. Geboortedatum en -plaats kandidaat PEC-houder / Date and place of birth of prospective PEC holder:		
7. Nationaliteit kandidaat PEC-houder / Nationality of prospective PEC holder:		
8. E-mail adres kandidaat PEC-houder / Email address of prospective PEC holder:		
9. Datum aanvraag / Application date:		
10. Handtekening aanvrager / Applicant's signature:		
PEC-houder / PEC holder		
11. Heeft de (kandidaat) PEC-houder al een PEC in het zeehavengebied waarvoor u de aanvraag indient? <i>Does the (prospective) PEC holder already have a PEC in the seaport area for which you are submitting the application?</i>	<input type="checkbox"/> Ja / Yes	<input type="checkbox"/> Nee / No
	PEC-nummer / PEC number:	
12. Heeft de (kandidaat) PEC-houder een PEC in een ander zeehavengebied? <i>Does the (prospective) PEC holder have a PEC in another seaport area?</i>	<input type="checkbox"/> Ja / Yes	<input type="checkbox"/> Nee / No
	Zeehavengebied / Seaport area:	
	PEC-nummer / PEC number:	
13. Is de (kandidaat) PEC-houder in het bezit van een Groot Vaarbewijs? <i>Does the (prospective) PEC holder have a large boat licence (Groot Vaarbewijs)?</i>	<input type="checkbox"/> Ja / Yes	<input type="checkbox"/> Nee / No
	Kopie meesturen / Include a copy	

Aanvraagformulier PEC zeehavenregio Noord-Nederland (vervolg)

PEC application form, Region Northern Netherlands

Traject / Route

14. Traject / Route:

Schip / Vessel

15. Scheepsnaam / Vessel name:

16. IMO-nummer / Lloyd's number:

17. Lengte over alles / Overall length:

18. Breedte over alles / Overall width:

19. Zomerdiepgang / Summer draft:

Annex 5

PEC application form for small seagoing vessels

Formulier PEC Kleine zeeschepen zeehavenregio Noord-Nederland <i>PEC form small seagoing vessels, Region Northern Netherlands</i>		
1. Zeehavengebied (aankruisen): <i>Seaport area (tick box):</i>	<input type="checkbox"/> Delfzijl-Eemshaven	<input type="checkbox"/> Den Helder-Harlingen-Terschelling
Aanvrager / Applicant		
2. Bedrijfsnaam aanvrager / Company name of applicant:		
3. Naam aanvrager / Name of applicant:		
4. E-mailadres aanvrager / Applicant's email address:		
5. Voor en achternaam kandidaat PEC-houder / First and last name of prospective PEC holder:		
6. Geboortedatum en -plaats kandidaat PEC-houder / Date and place of birth of prospective PEC holder:		
7. Nationaliteit kandidaat PEC-houder / Nationality of prospective PEC holder:		
8. E-mailadres kandidaat PEC-houder / Email address of prospective PEC holder:		
9. Datum aanvraag / Application date:		
10. Handtekening aanvrager / Applicant's signature:		
PEC-houder / PEC holder		
11. Heeft de (kandidaat) PEC-houder al een PEC in het zeehavengebied waarvoor u de aanvraag indient? <i>Does the (prospective) PEC holder already have a PEC in the seaport area for which you are submitting the application?</i>	<input type="checkbox"/> Ja / Yes	PEC-nummer / PEC number: <input type="checkbox"/> Nee / No
12. Heeft de (kandidaat) PEC-houder een PEC in een ander zeehavengebied? <i>Does the (prospective) PEC holder have a PEC in another seaport area?</i>	<input type="checkbox"/> Ja / Yes	Zeehavengebied / Seaport area: <input type="checkbox"/> Nee / No PEC-nummer / PEC number:
13. Is de (kandidaat) PEC-houder in het bezit van een Groot Vaarbewijs? <i>Does the (prospective) PEC holder have a large boat licence (Groot Vaarbewijs)?</i>	<input type="checkbox"/> Ja / Yes	Kopie meesturen / Include a copy <input type="checkbox"/> Nee / No

Formulier PEC Kleine zeeschepen zeehavenregio Noord-Nederland

PEC form small seagoing vessels, Region Northern Netherlands

Schip / Vessel	
14. Scheepsnaam / Vessel name:	
15. IMO-nummer / Lloyd's number:	
16. Lengte over alles / Overall length:	
17. Breedte over alles / Overall width:	
18. Zomer diepgang / Summer draft:	
19. Hoogte (kiel tot hoogste vaste punt) / Total height (draft to air draft)	
20. Beperkt vaargebied op zee (200 nm) / Traffic area coastal waters (max 200 nm)	<input type="checkbox"/> Ja / Yes <input type="checkbox"/> Nee / No

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