



SUMMARY MIXED BERTHING

Hybrid berthing

Hybrid berthing is the direct or indirect berthing of inland waterway vessels in which the berthing distances referred to in Article 7.07(1) Bpr are not respected.

Hybrid berthing is permitted once the following signs have been positioned at the berth listed in the 2022 Rotterdam 'hybrid berthing' decree.

Signs

Hybrid berthing is permitted by the Harbour Master of Rotterdam in specific circumstances at specifically designated berths identified by an E.7 (bollard sign) or an E.5.2 sign with a lower sign reading 'Gemengd afmeren'.



**Gemengd
afmeren**



Gemengd afmeren

Vessels suitable for hybrid berthing

First of all, hybrid berthing is permitted only for vessels that are suitable for that purpose.

Inland waterway vessels suitable for hybrid berthing are:

all inland waterway vessels (including seagoing vessels with an inland navigation certificate) except:

- i. inland waterway vessels transporting dangerous goods for which three additional symbols as referred to in Article 3.14(3) Bpr must be displayed;
- ii. inland waterway vessels transporting dry bulk cargo to which the additional requirement VE03 in paragraph 7.1.6.12 of the ADN applies;
- iii. inland waterway vessels loaded with solid bulk cargo on which the cargo has been treated with disinfectants and is still insufficiently free of disinfectants;
- iv. a barge or barges not connected to a pusher;
- v. passenger vessels as referred to in Article 1 of the Dutch Inland Navigation Decree;
- vi. pleasure craft as referred to in Article 1 of the Dutch Inland Navigation Decree;
- vii. single-hulled inland tankers transporting dangerous goods for which one or more additional symbols are prescribed pursuant to Article 3.14 Bpr, with the exception of bilge boats;
- viii. inland waterway vessels with a dangerous cargo on board that has not been registered on IVS Next, with the exception of bunker vessels transporting cargo with a flash point of 55 degrees centigrade or higher;
- ix. inland waterway vessels with more than 12 gas tank containers loaded with highly flammable gases on board; or
- x. inland waterway vessels with more than 25 gas tank containers loaded with toxic gases on board.

When is hybrid berthing permitted?

Hybrid berthing is not always permitted for inland waterway vessels that are suitable for hybrid berthing. Hybrid berthing is permitted for these vessels on condition that:

- a. no lifting operations are performed over a vessel moored alongside;
- b. no sparking is caused or no work is conducted or no instructions are given for work to be conducted with respect to the operational readiness, adjustments, repairs or improvements of the vessel or structure, or no maintenance work is conducted, for example on the loading system, in which sparking is possible;
- c. one or more crew members are on board who can manoeuvre the vessel if the vessel is not berthed directly alongside the jetty;
- d. the crew reports its contact information to the Port Coordination Centre when leaving the vessel unmanned if the vessel is berthed directly alongside the jetty;
- e. no LNG, methanol or hydrogen is bunkered;
- f. no open fire is used or there is no smoking outside the accommodation or wheelhouse and, if an open fire is used or there is smoking inside the accommodation or wheelhouse, the doors and windows are closed;
- g. there is no open or partially enclosed sampling, no cleaning is done and no tanks are opened for other reasons in the case of an inland tanker, with the exception of ventilation at the berths designated for this purpose as listed in Article 3(5) of the present decree;
- h. no ventilation takes place unless Article 3(5) of the present decree permits ventilation at a specific berth and monitoring data as referred to in Article 7.2.3.7.1.5 of the ADN can be shown to the inspection authority, and monitoring data can be presented that are not older than one hour after the time of berthing and if monitoring has demonstrably taken place taken every eight hours thereafter;
- i. no cargo is transferred;
- j. no shore power cable passes through the loading area of an adjacent vessel or the adjacent inland waterway vessels;
- k. no one enters the loading area of an adjacent inland waterway vessel or adjacent inland waterway vessels; or
- l. no nuisance or inconvenience is caused to adjacent inland waterway vessels.

Which berths?

There are three categories of berths where hybrid berthing is permitted.

- 1) Berths where all vessels suitable for hybrid berthing may berth (see 1)
- 2) Berths where hybrid berthing is allowed for dry cargo vessels only; with a possible exception for bunker vessels (see 2)
- 3) Berths where hybrid berthing is allowed for inland tankers only; with two berths also being designated where ventilation is allowed (see 3)

Category 1)

- a. the berths located at jetties 5, 6 and 7 in the Prins Johan Friso haven opposite shore site numbers 2704, 2701 and 2694;
- b. the berths located at jetty 2 in the 2e Petroleumhaven opposite shore site number 3008; (Please note: the use of this berth by non-tankers is subject to additional requirements set out in the exemption decree for inland waterway vessels allowed to access a Petroleumhaven 2022)

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- c. the berths located at jetty 23, eastern side, in the Botlek opposite shore site number 4212; (Please note: the use of this berth by non-tankers is subject to additional requirements set out in the exemption decree for inland waterway vessels allowed to access a Petroleumhaven 2022)
 - d. the berths located at jetties 3, 4, 7 and 8 in the Hartel Canal opposite shore site numbers 5022, 5023, 6081 and 6079;
 - e. the berths located at the jetty A in the Mississippihaven opposite shore site number 7062;
 - f. the berths located at jetties A, B and C in the Hartelhaven opposite shore site numbers 7124, 7123 and 7122;
 - g. the berths located at the quay in the Amazonehaven opposite shore site numbers 8050 and 8048;
 - h. the berths located at the Antarctica Quay between bollards 17 to 32 (inclusive) opposite shore site numbers 8246 and 8249;
 - i. the berths located at jetties 1 and 2 in the Prinses Margriethaven opposite shore site numbers 8364 and 8363;
 - j. the berths located at jetties 1, 2, 3, 4, 5, 10 and 13 in the Caland Canal opposite shore site numbers 5390, 5389, 5387, 5385, 5384, 5365 and 5323.

Category 2)

- a. the berths located at jetties 1, 2, 3 and 4 in the Waalhaven 4, north side, opposite shore site numbers 2211, 2212, 2214 and 2215, as soon as they are open for use and have the signs referred to in paragraph 6 of the 2022 Rotterdam 'hybrid berthing' decree;
- b. the berths located at bollard 1 in the Prinses Beatrixhaven opposite shore site number 2744. Bunker boats may also use this berth.

Category 3)

- a. the berths located at jetties 0, 1 and 3 in the 2^e Petroleumhaven opposite shore site numbers 3011, 3009 and 3013;
- b. the berths located at jetties 1, 2, 3 and 4 in the Geulhaven opposite shore site numbers 4024, 4023, 4022 and 4021; Ventilation is permitted at jetty 3 of the Geulhaven.
- c. the berths located at jetties 1 and 2 in the 3^e Petroleumhaven opposite shore site numbers 4053 and 4054;
- d. the berths located at jetties 1 and 2 in the Welplaathaven opposite shore site numbers 4134 and 4135;
- e. the berths located in the Neckarhaven, western and eastern side, opposite shore site number 6015;
- f. the berths located at bollards B1 en B2 in the Yangtze Canal opposite shore site number 9813. Ventilation is permitted at bollards B1 and B2.

It is therefore very important to consult the 2022 Rotterdam 'hybrid berthing' decree before berthing at a hybrid berth.

What other recommendations apply?

To further ensure safety, the Harbour Master of Rotterdam recommends compliance with the following rules during hybrid berthing:

- a. steps should be taken at the berth to ensure that the accommodation, wheelhouse and engine room are not adjacent to the loading area of a vessel displaying a cone;

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- b. persons under the age of 14 should not be allowed to access the shore or another vessel via a vessel displaying a cone;
 - c. accommodation and engine room doors should be kept closed;
 - d. steps should be taken to ensure that the vents of the cargo tank areas of an inland waterway vessel are not at the same height as the accommodation or wheelhouse of an inland waterway vessel that is berthed alongside; or
 - e. steps should be taken to ensure that an unmanned inland waterway vessel, if berthed directly alongside the jetty, is under the supervision of a person who can intervene within an hour, to the extent that the presence of a watchman on board is not required pursuant to Article 7.08(1) Bpr.