



# INFORMATION GUIDE PILOTAGE EXEMPTION CERTIFICATES



## TABLE OF CONTENTS

<b>1. Introduction</b>	<b>4</b>
1.1 Competent and regional authority	4
<b>2. Application for PEC and procedure for admission to PEC training</b>	<b>5</b>
2.1 Information to be provided	5
2.2 Application for admission to PEC training	5
2.3 Admission to the PEC course	6
2.4 Registration for the PEC training	6
2.5 Registration for instruction trips (Module 3) and examination trips (Module 5)	6
<b>3. PEC in Rotterdam</b>	<b>7</b>
3.1 PEC definition	7
3.2 Defined PEC routes	7
3.3 Frequency requirement	7
3.4 Chief Officer	8
<b>4. Training, examination and issue of PEC</b>	<b>9</b>
4.1 Training	9
4.2 Guidelines exemptions from modules	10
4.3 Examination	11
4.4 Instruction trips (module 3)	11
4.5 Assessment trips (Module 5)	11
4.6 Notification of completion of the training programme	14
4.7 Rejection procedure	14
4.8 Costs of the PEC training	14
4.9 Issue of the PEC number and the PEC	14
<b>5. Adding to a PEC</b>	<b>15</b>
5.1 Adding a new route to a PEC	15
5.2 Adding a ship to a route	15
5.3 Simulator training	15
<b>6. PEC Withdrawal and Restrictions</b>	<b>16</b>
6.1 Withdrawal of the PEC	16
6.2 Restrictions	16
6.3 Exemption from frequency requirement	16
<b>7. Traject Moerdijk</b>	<b>18</b>
<b>8. PEC for Small Seagoing Vessels</b>	<b>19</b>
8.1 PEC for Small Seagoing Vessels	19
8.2 Temporary PEC for Small Seagoing Vessels	19
<b>9. PEC LNG bunker ships</b>	<b>21</b>
<b>10. Exemption and dispensation for work vessels Rotterdam</b>	<b>22</b>
<b>Appendix 1: Summary table PEC types</b>	<b>24</b>
<b>Appendix 2: Exam regulations and Exit Qualifications</b>	<b>25</b>

# 1. Introduction

This information guide contains information about the procedures and preconditions for obtaining an exemption from compulsory pilotage in the Rotterdam-Rijnmond seaport region. This region consists of two seaport areas: the seaport area Rotterdam-Rijnmond-South-Holland-hinterland and the seaport area Scheveningen. In this guide, the English term 'Pilotage Exemption Certificate' (PEC) is used for this exemption. The PEC training is followed by exams. The study material is made available by Loodswezen Regio Rotterdam-Rijnmond (RLC-RR).

For a long time, it has been possible to exempt masters from compulsory pilotage. As a result, a lot of experience has been gained in Rotterdam with the applicable admission criteria, the training programme, examinations and the setting of limits for the weather and other conditions for a PEC. As of January 1, 2021, new regulations (Loodsplichtbesluit 2021 and Loodsplichtregeling 2021) came into force. This provides in one Pilotage Exemption Certificate (PEC) structure. The Pilotage Exemption Certificate is issued when all five modules have been successfully completed in the regular PEC training.

After completing the training, a new phase will begin for PEC holders during which they will work together with the Harbour Master's Division and the pilots. PEC holders have sufficient knowledge and experience to be able to sail independently, without a pilot, and safely on the relevant route. While doing so, PEC holders will be responsible not just for their own safety but also for that of their fellow waterway users. They will communicate and act proactively to keep risks on the water as low as possible.

This information guide provides an overview of the practical implementation for obtaining and retaining the Pilotage Exemption Certificate.

## 1.1 COMPETENT AND REGIONAL AUTHORITY

There are four competent authorities in the Rotterdam-Rijnmond seaport region:

- The Harbour Master of Rotterdam (also the regional authority)
- The Director-General of Rijkswaterstaat
- The Harbour Master of Scheveningen
- The Harbour Master of Moerdijk

In his/her role as a regional authority, the Harbour Master of Rotterdam acts as a 'one-stop shop' and in that way coordinates the communication and handling of PEC applications for the entire region – that is, Rotterdam, Moerdijk and Scheveningen.

If you have any questions, please contact the Rotterdam Harbour Master's Division (DHMR):

[PEC\\_Administratie@portofrotterdam.com](mailto:PEC_Administratie@portofrotterdam.com).

If you have any questions about the training programme, examinations and/or related matters, you can send them to Loodswezen Regio Rotterdam-Rijnmond (RLC-RR): [O&O@loodswezen.nl](mailto:O&O@loodswezen.nl).

# 2. Application for PEC and procedure for admission to PEC training

## 2.1 INFORMATION TO BE PROVIDED

### Applicant

- 1 Company name
- 2 Name
- 3 Email address
- 4 Payment details

### PEC holder

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

### Ship

- 11 Name + IMO/Lloyds number
- 12 Overall length
- 13 Ship type according to Lloyds Register

### PEC for Small Seagoing Vessels

- 14 Height (keel to highest fixed point)
- 15 Limited sailing area at sea (200 nm)

### PEC LNG Bunker ships

- 16 Routes in port (to be determined)

No PEC can be requested for ships built or intended for the transport of hazardous substances in bulk (defined in Article 1 Loodsplichtbesluit 2021).

## 2.2 APPLICATION FOR ADMISSION TO PEC TRAINING

To apply for admission to the PEC course, candidate PEC holders or representatives must submit an application form to the regional authority: Harbour Master's Division (DHMR). The application form is a web-based form that you can complete and send on the following website, under the header Pilotage (exemption): [www.portofrotterdam.com/en/sea-shipping/forms-and-checklists](http://www.portofrotterdam.com/en/sea-shipping/forms-and-checklists)

The following principles apply here:

- The competent authority decides on the application for admission to training.
- As the regional authority, the Harbour Master of Rotterdam sends the decision on behalf of the competent authority.
- The Pilotage Service is responsible for the training and examination process.

<sup>1</sup> Not for PEC for Small Seagoing Vessels

### 2.3 ADMISSION TO THE PEC COURSE

The applicant will be notified by the (State) Harbour Master of Rotterdam about his/her admission to or rejection from the course, including the modules to be followed. Loodswezen Regio Rotterdam-Rijnmond (RLC-RR) will receive a copy of this notification.

When you receive permission for the training, you will also receive content-related information about the training process from Loodswezen Regio Rotterdam-Rijnmond (RLC-RR).

The candidate PEC holder must have valid appropriate Certificate of Competence to navigate the vessel for which the PEC is being applied for.

### 2.4 REGISTRATION FOR THE PEC TRAINING

RLC-RR sets the dates for introduction days and examination. Candidates must be registered at least 4 weeks in advance for the introduction day and at least 4 weeks in advance for the examinations for Modules 1, 2 and 4. Additional training courses (such as a Tugboat Coordination Certificate) will be determined in consultation with the applicant and RLC-RR.

### 2.5 REGISTRATION FOR INSTRUCTION TRIPS (MODULE 3) AND EXAMINATION TRIPS (MODULE 5)

A trip in the context of Module 3 (instruction trips) and Module 5 (examination trips) must be applied to RLC-RR 24 hours in advance at [O&O@loodswezen.nl](mailto:O&O@loodswezen.nl). If the trip takes place at the weekend or on a national holiday, it must be registered 72 hours in advance.

If candidate PEC holders report that they are cancelling an examination trip less than 12 hours in advance, they will be marked as unsatisfactory by the examining pilot. In such cases, exceptions can be made under special circumstances.



## 3. PEC in Rotterdam

### 3.1 PEC DEFINITION

You can apply for one PEC in the name of the master or first mate) for each seaport area. On the PEC, exemptions can be made for a maximum of eight combinations of a route (see §3.2) with a ship. Examples include:

- 1 route with 8 ships (1x8=8) or
- 2 routes with 4 ships (2x4=8) or
- 2 routes with 2 ships (2x2=4) and 4 routes with 1 ship (4x1=4). 4+4=8 or
- 8 routes with 1 ship (8x1=8)

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

### 3.2 DEFINED PEC ROUTES

The following eleven PEC routes are possible in the Rotterdam-Rijnmond-South-Holland-hinterland seaport area:

Area	From	To
a.	Rotterdam approach area	Maasvlakte ports
b.	Rotterdam approach area	Brittanniëhaven
c.	Rotterdam approach area	Beneluxhaven
d.	Rotterdam approach area	Hoek van Holland
e.	Rotterdam approach area	Botlek ports
f.	Rotterdam approach area	Vlaardingen ports
g.	Rotterdam approach area	Schiedam ports
h.	Rotterdam approach area	Waal and Eemhaven complex
i.	Rotterdam approach area	Merwehaven
j.	Rotterdam approach area	Drechtsteden ports
k.	Rotterdam approach area	Moerdijk ports

### 3.3 FREQUENCY REQUIREMENT

The frequency requirement for maintaining the validity of the PEC depends on the length of the ship. If the PEC includes several routes, the frequency requirement applies per route (Article 4, paragraph 5 Loodspllichtbesluit 2021 and article 4 Loodspllichtregeling 2021).

Pilotage Exemption Certificate	Frequency requirement
B	6 calls
B-Drechtsteden	
B-Moerdijk	
C	12 calls
C-Moerdijk	
C-Drechtsteden	

Pilotage Exemption Certificate	Frequency requirement
B-Moerdijk Hoog Frequent (HF)	18 calls
D	
D-Roro	
D-Roro Britanniëhaven	
D-Roro Vulcaanhaven	
C-Moerdijk Hoog Frequent (HF)	36 calls
PEC for Small Seagoing Vessels Rotterdam-Rijnmond-hinterland	n.a.
PEC for Small Seagoing Vessels Scheveningen	
PEC LNG Bunker ships	t.b.d.

The overview of all PEC types are outlined in appendix 1.

A call is a port visit, so both an inbound and outbound trip.

If the frequency requirement is met, the route on the PEC remains valid and no information is required from the PEC holder. If it appears from the Harbour Master Information System (HAMIS) that the frequency requirement cannot be met, the primary contactperson of the agent will receive an overview by mail with the PEC-holders who have a PEC route that will expire within a month. They can provide additional travel details or request an exemption from the frequency requirement. The conditions for an exemption from the frequency requirement are stipulated in §6.3. If the PEC applies to several ships on one route, the highest frequency requirement applies to that route.

### 3.4 CHIEF OFFICER

A Chief Officer holding the Certificate of Competency as Chief Officer may also apply for a PEC. The applicant must be in the possession of the correct Certificate of Competency as Chief Officer to be allowed to serve as a Chief Officer on the ship the PEC is applied for. The correct certificate is a 'Certificate of Competency as Chief Officer for All Ships', or with the 'Certificate of Competency as Chief Officer for Ships of less than 3000 GT', if the ship for which the PEC is applied concerns a ship of less than 3000 GT.

## 4. Training, examination and issue of PEC

### 4.1 TRAINING

To obtain the Pilotage Exemption Certificate, the teaching materials, self-study, practical instruction and examinations together make up the entire training programme for one defined route.

<b>Introduction day</b>	During the introduction day, the study material is discussed and the candidate PEC holder receives explanations about the training and exams. The introduction day is not mandatory but advised and of added value for the candidate PEC holder.
<b>Module 1:</b> Legislation	<p>Knowledge of the main provisions under the Shipping Traffic Act applicable legislation.</p> <p>This means knowledge of laws and regulations based on the: Shipping Traffic Act (Svw) - Inland Waterways Police Regulations (BPR) and Shipping Regulations Territorial Sea (STZ).</p>
<b>Module 2:</b> Taal	<p>Active or passive knowledge of the relevant languages required for the necessary communication with other ships and nautical service providers.</p> <p>The following applies in the seaport area Rotterdam-Rijnmond-South-Holland-hinterland: passive Dutch (level A2) and lower intermediate English. The following applies to the Moerdijk route: lower intermediate Dutch and English.</p>
<b>Module 3:</b> Instruction trips	<p>Regular trips where applicants for a PEC, with a seagoing vessel and over the route to which the application relates, are accompanied by a registered pilot and instructed about the local situation and the related navigation to be performed.</p> <p>Instruction trips: 3 inbound and 3 outbound</p>
<b>Module 4:</b> Regional knowledge	Successfully completed training course in practical and theoretical knowledge of local and regional regulations, communication procedures, topography, shipping assistance, tugboat procedures, and the related appropriate navigation method.
<b>Module 5:</b> Examination trips	<p>Successfully completed number of exam/assessment trips with the seagoing vessel on the route to which the application for a PEC relates. The candidate PEC-holder is assessed on the basis of the practical implementation of the knowledge acquired in Modules 1 to 4.</p> <p>Examination trips: 2 inbound and 1 outbound.</p>

For more information see 4.5, 4.6 and appendix 3.

## 4.2 GUIDELINES EXEMPTIONS FROM MODULES

This chapter gives explanation about the exemption possibilities per module. The basic principle here is to guarantee nautical safety.

Points that are not specified here will be examined on a case-by-case basis by the competent authority to assess whether or not an exemption is possible thereby working towards tailor-made solutions. It is worth noting that this guideline has been carefully drawn up but that specific cases may arise during the implementation of the pilotage regulations that cause the competent authority to unexpectedly deviate from this guideline due to those special circumstances.

The compulsory pilotage regulations include possibilities for the competent authority to grant an exemption from one or more modules in individual cases.

The legal framework is laid down in the Compulsory Pilotage Regulation 2021 (Article 3, second, third and fourth paragraphs); Explanatory notes to the Compulsory Pilotage Regulation 2021 (page 22).

In the seaport area Rotterdam-Rijnmond-South-Holland-hinterland, the above-mentioned legal competence to grant exemptions for Modules 1, 2 and 4 is determined on the basis of the following steps/questions:

- Has the applicant already passed Module 1 or 4 for his/her PEC (or an earlier addition to the PEC or in a different region), or does he/she have knowledge of these modules that he/she has gathered in a different way? If so:
- Does the module (or other training) that has been passed correspond (in terms of the content) with the module that is required? In other words, is the training for that specific module (in view of the route) (almost) the same as the training for/content of the module already passed? If so:
- Does the applicant possess sufficient knowledge on this subject?

If these three questions are answered with yes, an exemption will be granted on the basis of Article 3, fourth paragraph. This means that a customised approach is used for each applicant. A number of points can already be clarified:

### Module 1:

Nederlands Groot Vaarbewijs: a master/first officer with a "groot vaarbewijs" possesses sufficient knowledge to obtain an exemption from Module 1 in a seaport area.

In the same seaport area, addition of a ship or route to a: PEC B, C, D or small seagoing vessels: a master/first mate who already has a PEC in the port area to which he/she wants to add a ship or route is granted an exemption from Module 1.

Applying for a PEC in another seaport area: a master/first officer who has a PEC and is applying for a PEC in another seaport area is not exempt from Module 1 because he/she has a PEC in another seaport area. The reason for this is that the training and testing of the knowledge required for Module 1 is focused on a particular seaport area with its own regional characteristics.

### Module 2:

This module includes the languages English and Dutch. The policy regarding exemptions is also specified in the attachment to the confirmation of receipt.

Active English: in accordance with the above 3 questions, a master/first mate generally already has sufficient maritime English as this is part of his/her master's training. It is therefore assumed that every master/first officer has sufficient active English and is exempt from the 'active English' language requirement unless the competent authority is in doubt. If the competent authority has any doubts about whether the applicant (see question 3 above) has sufficient knowledge of English, the master/first officer will have to sit for the exam.

Dutch: if a master/first mate is Dutch-speaking, he/she will be exempted from the Dutch language module.

In the same seaport area, addition of a ship or route to a: PEC B, C, D or small seagoing vessels: a master/first mate who already has a PEC in the port area to which he/she wants to add a ship or route will be granted an exemption from Module 2 if it concerns the same language requirement.

In another seaport area, an application for a: PEC B, C, D or small seagoing vessels: a master/first mate who has a PEC and applies for a PEC in another seaport area is granted an exemption from the requirements for his/her language on the basis of his/her PEC in the other seaport area.

### Module 4:

A PEC holder is eligible for exemption from module 4 when a ship is added to the route for which a PEC has already been obtained.

## 4.3 EXAMINATION

Modules 1, 2 and 4 will be passed when the candidate successfully completes the test (in one day) as described in the final attainment levels by the competent authority. See the attainment targets and the examination regulations in Appendices 2 and 3. There you will also find more information about other aspects of the training and the examination. If you have additional questions after reading these documents, please contact Loodswezen Regio Rotterdam-Rijnmond (RLC-RR) at: [O&O@loodswezen.nl](mailto:O&O@loodswezen.nl).

## 4.4 INSTRUCTION TRIPS (MODULE 3)

The candidate PEC holder is expected to use the instructional trip to acquire knowledge and skills:

- Applying in practice of the knowledge acquired from the teaching material. Use of all the available means to contribute to a safe and smooth traffic flow in conjunction with other traffic and VTS;
- Knowledge of the manoeuvring behaviour of other traffic, the possibilities of cooperation, characteristics of the fairway and the resulting restrictions with regard to navigation and manoeuvring;
- Use of marine aids to navigation, communication, manoeuvring;
- Application of topographical knowledge;
- Applying in practice of legal requirements and regulations.

When ordering a pilot, it must be indicated that it involves an instruction trip.

## 4.5 ASSESSMENT TRIPS (MODULE 5)

Examination trips are referred to as assessment trips in the Loodsplichtbesluit 2021. During the assessment trips, the candidate PEC holder will be assessed on the basis of sufficient knowledge and skills of the:

- Applying in practice of the knowledge acquired in Modules 1 to 4. Use of all the available means to contribute to a safe and smooth traffic flow in conjunction with other traffic and VTS;
- Knowledge of the manoeuvring behaviour of other traffic, the possibilities of cooperation, characteristics of the fairway and the resulting restrictions with regard to navigation and manoeuvring;
- Use of marine aids to navigation, communication, manoeuvring;
- Application of topographical knowledge;
- Applying in practice of legal requirements and regulations;
- Navigation strategy used;
- Manoeuvres, restricted visibility navigation.

When ordering a pilot, it must be specified that it involves an assessment trip.



#### 4.6 NOTIFICATION OF COMPLETION OF THE TRAINING PROGRAMME

The candidate or his/her representative will be informed about the outcome of the training process by RLC-RR within 5 working days after the last assessment trip. At the same time, the DHMR will be informed and as competent authority will issue the PEC. The pilot exemption can be used as soon as the route and vessel have been added to the PEC.

#### 4.7 REJECTION PROCEDURE

If a candidate PEC holder does not meet the specified examination requirements, i.e. fails to pass, RLC-RR will notify the DHMR accordingly. DHMR will then notify the candidate that the PEC has been rejected. Resumption of the training course will be assessed in individual cases.

#### 4.8 COSTS OF THE PEC TRAINING

There is an administrative fee of € 300.00 per initial PEC application to the competent authority. Before the start of the PEC training the RLC-RR must have received payment of the training costs and the examination fee.

The training costs for module 3 and the examination fee for module 5 consist of the current tariffs for the relevant pilotage voyages. For the different tariffs module 1, 2 and 4, we refer to the website of the Netherlands Loodswezen ([www.loodswezen.nl](http://www.loodswezen.nl)), where you will find the current rates in the Pilotage Tariffs document, chapter Other tariffs.

#### 4.9 ISSUE OF THE PEC NUMBER AND THE PEC

For each initial application, a master or first mate is issued a PEC number. A PEC becomes valid after a route, a ship and a future end date have been added to it by the regional authority.

## 5. Adding to a PEC

There are three situations in which the PEC holder can add to his/her PEC. This is only possible if you already have a valid PEC:

- Adding a new route to the PEC;
- Adding a ship to a route;
- Obtaining a Tugboat Coordination Certificate (SCC).

#### 5.1 ADDING A NEW ROUTE TO A PEC

If a PEC holder wishes to add a new route to his/her PEC in the seaport area Rotterdam-Rijnmond-South-Holland-hinterland, an exemption is granted for Modules 1 and 2. Modules 3, 4 and 5 must be completed successfully. The ships on the PEC must be compatible with the specified frameworks of the PEC type. Training and examination are only possible for one route at a time. Thus, training and examination of the first PEC route must be completed before dispensation from Modules 1 and 2 can be granted for the second PEC route.

#### 5.2 ADDING A SHIP TO A ROUTE

As mentioned in 3.1, one PEC may include a combination of maximum 8 ships/routes. Ships and routes may also be removed from the PEC. One or more ships are credited per route. A sister ship, in the sense of IMO resolution MSC/Circ.1158, will be added to the PEC on request without additional training requirements. A sister ship counts as part of the combination of a maximum of 8 ships/routes. If the ship in the application is not a sister ship, it will be added after Module 5, for each PEC route, has been successfully completed with the ship concerned. The ship must be compatible with the specified frameworks of the PEC type. The frequency requirement for the longest ship applies to the relevant route.

#### 5.3 SIMULATOR TRAINING

To request simulator training, please contact Loodswezen Regio Rotterdam-Rijnmond (RLC-RR) at: [O&O@loodswezen.nl](mailto:O&O@loodswezen.nl).

To obtain the Tugboat Coordination Certificate (SCC)

This additional training is mandatory for the following PEC types:

- on ships with LOA > 160 m with destination Britanniëhaven (PEC D-Roro Britanniëhaven)
- on ships with LOA > 160 m with destination Vulcaanhaven (PEC D-Roro Vulcaanhaven)

For lifting the wind restriction on the other routes

- applicable to PEC D and PEC D Roro

The tugboat simulator training focuses on:

- Theory of tugboat use and familiarity with the possibilities and restrictions for various types of tugboats and the prevention of dangerous situations
- mooring and unmooring with tugboats
- communication with tugboat masters, VTS operators and other ships
- manoeuvring with tugboat assistance
- mooring and unmooring procedures with tugboat assistance.

An SCC is issued for a period of three years. To obtain a follow-up SCC, a refresher training course on a simulator must be followed.

## 6. PEC Withdrawal and Restrictions

### 6.1 WITHDRAWAL OF THE PEC

The 2021 compulsory pilotage regulations specify requirements for maintaining the validity of a PEC. This means that a PEC may be withdrawn, temporarily or otherwise, by the competent authority if:

- the PEC holder does not meet the applicable frequency requirement and cannot be exempted from this. The obligation to comply with the frequency requirement is route-based. A PEC loses its validity when there is no longer a route with an end date in the future or when the mandatory Tugboat Coordination Certificate SCC (where applicable) is no longer valid.
- the PEC holder no longer complies with the requirements for issue
- the PEC holder has lost the authority to act as master or first officer on board a seagoing vessel
- the seagoing vessel to which the PEC relates has been radically rebuilt
- the PEC holder does not comply with the rules and regulations that apply to the fairway and does not act as a responsible good fairway user
- DHMR, on the grounds of their responsibility with regard to safety, considers it irresponsible if the PEC holder would be allowed to act as such..

### 6.2 RESTRICTIONS

PEC holders will still have to take a pilot in the following circumstances:

- adverse weather conditions or specified circumstances with regard to the ship, the persons on board, the cargo and its lashing, the ship's traffic movement or the ship's route make this necessary
- the ship is not suitable or suitable enough from the point of view of propulsion and manoeuvrability, under assessment of the competent authority.
- the room for manoeuvre available for shipping traffic is limited to such an extent that it may lead to unsafe situations.
- the wind and/or visibility restrictions specified on the PEC apply.

### 6.3 EXEMPTION FROM FREQUENCY REQUIREMENT

With regard to the withdrawal of a PEC on the grounds of non-compliance with the frequency requirement, the following guidelines apply:

- PEC holder complies with the frequency requirement of route → route on PEC remains valid.
  - PEC holder does not meet the frequency requirement at the end of the reference year → route is set to invalid. The reference year assesses the frequency-data one year back from the expiry date. Complies with less than half of the frequency requirement → PEC route on PEC is withdrawn.
  - Complies with at least half of the frequency requirement → PEC holder can apply for an exemption from frequency requirement within three months of the expiry date.
- In the 'exemption from frequency requirement' application, the reason for not meeting the frequency requirement must be indicated. In a decision from the competent authority regarding the application, it may be decided that the exemption will be granted after the successful completion of Module 5 (2 in/1 out).
- 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.
- If the PEC contains several routes, these guidelines apply to the specific route for which the frequency requirement is not complied with.

If a PEC has been withdrawn, a new PEC application can be made. The granting of dispensation from the training modules is at the discretion of DHMR. If more than one ship has been added to a PEC, the highest frequency requirement applies. If a PEC has expired due to non-compliance with that highest frequency requirement, a new PEC application can be made for those ships on the PEC with a lower frequency requirement. Voyages made on a PEC with a higher frequency requirement may also count for the frequency requirement of a PEC with a lower frequency requirement, as long as they are made in the evaluation period. This rule only applies when ships are deployed on the same PEC route. Exceptions to this rule are the specific PEC types.



## 7. Traject Moerdijk

The following is an overview of the PECs for the Moerdijk route and an explanation of the PEC High-frequency Moerdijk.

PEC	LOA	Restrictions		Module	Frequency requirement
		Draft	Visibility		
B-Moerdijk	> 75m ≤115m	< 5.5 m	≥ 1,000 m	1/2/3/4/5	6
C-Moerdijk	>115m <135m	< 5.5 m	≥ 1,000 m	1/2/3/4/5	12
B-Moerdijk HF	>75m ≤115m	< 7.0 m	≥ 1,000 m	1/2/3/4/5	18
C-Moerdijk HF	>115m <135m	< 7.0 m	≥ 1,000 m	1/2/3/4/5	36

### PEC High-frequency (HF) Moerdijk

- The frequency requirement of the PEC HF is three times the frequency requirement of the concerning regular PEC.
- For this higher travel frequency, the calls made after the moment the application for the PEC route Moerdijk ports has started are counted.
- The inbound and outbound trips added together, divided by 2, make up the number of calls. The difference between incoming and outgoing trips may not exceed 10% for the trips in question.
- If travel frequency required in the PEC HF is not met, the guidelines as specified in §6.3 apply
- An application for a PEC HF can be submitted at the DHMR at: [PEC\\_Administratie@portofrotterdam.com](mailto:PEC_Administratie@portofrotterdam.com), by requesting the number of calls made. When the competent authority and the applicant agree that the required travel frequency has been complied with, the PEC basis is converted into a PEC HF in the records.
- If the applicant disagrees with the recorded trips, he/she must refute the suspected inaccuracies with the use of proof.
- With a PEC HF, the restriction that applies to the Dordtse Kil is expired.

### Additional requirements for validity of the PEC HF:

#### Crew

- The minimum capacity on the bridge consists of the PEC holder and a Deck officer on watch.
- the PEC holder and bridge team speak fluent Dutch
- the PEC holder has completed a radar simulator training course tailored to the sailing area
- the PEC holder annually attends a 'PEC return day' for the sailing area (Botlek – Moerdijk) every year

### The ship is additionally equipped with the following instruments

- an interactive and up-to-date electronic map (Ecdis with real time water level data)
- a ROT indicator (rate-of-turn indicator)
- real time current information that can be read on the ship's navigationbridge from Moerdijk.

## 8. PEC for Small Seagoing Vessels

In addition to the general PECs (B to D), there are also two special PECs, namely the PEC Small Seagoing Vessels and the Temporary PEC Small Seagoing Vessels. The PEC for Small Seagoing Vessels or the Temporary PEC for Small Seagoing Vessels is valid on all routes in the seaport area Rotterdam-Rijnmond-South-Holland-hinterland. These PEC's haven no frequency requirement.

### 8.1 PEC FOR SMALL SEAGOING VESSELS

To be eligible for a PEC for Small Seagoing Vessels, your seagoing vessel must meet the definition of small seagoing vessel (Loodsplichtregeling 2021). With the following criteria:

- seagoing vessel with an overall length of less than 115 metres
- with a distance from the keel to the highest fixed point of no more than 18 metres
- is used or will be used in a limited sailing area at sea not exceeding 200 nautical miles from the coast.

The PEC training consists of Modules 1 and 2. See also section 4.1 for more information. Module 2 requires an active knowledge of the English language and a passive knowledge of the Dutch language. To apply for admission to the PEC course, candidate PEC holders or representatives must submit an application form to the regional authority: Harbour Master's Division (DHMR). The application form is a web-based form that you can complete and send on the following website, under the header Pilotage (exemption): [www.portofrotterdam.com/en/sea-shipping/forms-and-checklists](http://www.portofrotterdam.com/en/sea-shipping/forms-and-checklists). The following restrictions apply:

- Not valid in Petroleum Harbour basins
- Maximum draft Oude Maas <7.0m; Dordtsche Kil <5.50m
- A maximum of 8 ships can be added to the PEC for Small Seagoing Vessels if you do not request other PECs in the relevant seaport area. Otherwise, the maximum combination of 8 ships/routes per master or first officer applies (Loodsplichtbesluit 2021, Article 4, paragraph 2).

Adding a ship to PEC small seagoing vessels; A ship may be added to a PEC small seagoing vessel if it meets the definition of small seagoing vessel.

### 8.2 TEMPORARY PEC FOR SMALL SEAGOING VESSELS

The Temporary PEC for Small Seagoing Vessels is valid until 01/01/2031 at the latest. From 01/01/2031, the Temporary PEC for Small Seagoing Vessels will expire and you must have another PEC type (Small Seagoing Vessels or other PEC, depending on whether you meet the conditions) for the exemption from the compulsory pilotage. The following restrictions apply:

- Not valid in petroleum harbour basins
- For the seaport area Rotterdam-Rijnmond-South-Holland-hinterland, maximum draft Oude Maas <7.0m; Dordtsche Kil <5.50m (Pilotage requirement, Article 36, paragraph 2)
- A maximum of 8 ships can be added to the Temporary PEC for Small Seagoing Vessels if you do not request other PECs in the relevant seaport area. Otherwise, the maximum combination of 8 ships/routes per master or first mate applies (Loodsplichtbesluit 2021, Article 4, paragraph 2).

### Adding a ship to temporary PEC small seagoing vessels:

Sister ships may be added to a temporary PEC small seagoing vessels. PEC administration determined based on Seaweb/Lloyd's registry whether ships are sister ships. In addition, the applicant has the option of demonstrating that ships are sister ships.

## 9. PEC LNG bunker ships

The training modules are specifically implemented and the frequency requirement is determined when the sailing routes in the port are known.



## 10. Exemption and dispensation for work vessels Rotterdam

Work vessels can fall under the categorical exemption from the pilotage requirement or a dispensation from the pilotage requirement can be requested for them. For information about the conditions of the exemption or about applying for an dispensation, please contact the Harbour Coordination Centre at: [HCC@portofrotterdam.com](mailto:HCC@portofrotterdam.com).

### EXEMPTION FOR WORK VESSELS

A master of a work vessel is exempt from compulsory pilotage during the period that the ship is working in the relevant seaport area or is sailing in the relevant seaport area to perform other necessary activities in connection therewith, provided that the ship is not longer than the maximum length and, where appropriate, width or draft specified by ministerial regulation for the seaport area. See point 4.

If, in the opinion of the competent authority, a master is insufficiently familiar with the local conditions and communication procedures, compulsory pilotage will be imposed in accordance with Loodspichtbesluit 2021, Article 15.

In Rotterdam, we apply the following practical and feasible working method: Work vessels are exempt from compulsory pilotage if the master of the work vessel is employed/known in the relevant seaport area and there are no other reasons or special circumstances that give cause to impose an ad hoc compulsory pilotage.

As the person ultimately responsible for the work vessel, the master will ensure the presence of an authorised and competent bridge team.

A decision-making framework based on 4 points supports the Duty Officers in their decision-making:

#### 1. Used for purpose.

The work vessel is working in the seaport area Rotterdam-Rijnmond-South-Holland-hinterland or sailing in this area to perform other necessary activities in connection therewith. The term 'used for purpose' is broader than just dredging work. Activities related to dredging, such as sailing between the various work areas, sailing to an unloading quay, sailing to a shipyard to repair a valve or suction pipe can also be included.

#### 2. There are no situations and circumstances that make it necessary to impose an ad hoc pilotage requirement.

If there is a situation in which the weather conditions or circumstances related to the ship, the persons on board, the cargo, the shipping or the shipping route make it necessary to use the services of a pilot, compulsory pilotage may be imposed (Loodspichtbesluit 2021, Article 15).

#### 3. No doubt the master of the work vessel is familiar with local conditions and communication procedures.

Initial assessment: Has the Captain of the work ship made a sufficient number of sailing hours in Rotterdam in the last two years prior to the time of assessment? As a guideline, 32 sailing hours are used, which must have been sailed during the two years prior to the assessment moment. If not, eight assessed sailing hours with a pilot are prescribed to the master. This also applies if there is any doubt or uncertainty about the familiarity of the master of the work vessel with the local conditions and communication procedures.

After the ship has started work, failure to comply with communication procedures, near misses and incidents can lead to the imposition of an ad hoc compulsory pilotage. Depending on the findings of the pilot on board and of VTS, the compulsory pilotage may be extended.

Points of focus related to familiarity with local conditions and communication procedures:

- Listening and communicating well on the VHF channel of the sector in which the ship is sailing
- The ability to indicate intentions properly (for example reporting the location of the suction start and intended sailing pattern in a sand extraction area; reporting the intended route to the replenishment area)
- Taking other shipping traffic into account
- Familiar with the local conditions, most important topography.

A visit to a traffic control centre is also an option that can be determined both during the initial assessment and at a later stage. Depending on the case in question.

#### 4. The work vessel must be suitable for the area in question in terms of propulsion and manoeuvrability and must be compatible with the dimensions and characteristics of the fairway.

In Rotterdam-Rijnmond, the following maximum length applies:

- 300 metres in the Maasmond, Calandkanaal, Beerkanaal and Yangtzekanaal, including the ports located on these shipping routes
- 200 metres from KM1033 Nieuwe Waterweg to KM 991.7 upstream of the Nieuwe Maas and KM 998 of the Oude Maas, including the ports located on these shipping routes (Article 34 under a and b Compulsory pilotage regulation 2021).

### DISPENSATION WORK VESSELS

Insofar as this is justified for the safety of navigation on the relevant shipping lanes, upon request the competent authority may grant an exemption on designated shipping lanes during the period when the ship is carrying out work or other related activities that are necessary.

- If the work vessel is longer than the aforementioned maximum length.
- If the work vessel does not meet the conditions for an exemption from compulsory pilotage but does comply with Article 13, paragraph 1b or paragraph 1c, of the Loodspichtbesluit 2021. For example, this involves activities on behalf of large projects (such as the construction of Maasvlakte 2) or work just outside the waterway subject to compulsory pilotage.

An exemption is granted in writing and may be subject to regulations and restrictions.

Because the circumstances for granting an dispensation are very diverse, customisation is required. For this reason, it is not possible to create an unambiguous policy framework. However, the knowledge and experience of the master or first officer in previous projects will also play an important role in this.

One example is the condition that, prior to the activities, a visit is made to a traffic control centre (VTS station) where a briefing is held about the work and the local principles. Or the requirement that an instruction trip with a pilot must be made for a certain number of hours

To ensure that this process is clear and transparent, the subject of exemptions is always on the agenda of the periodic meeting to be discussed with stakeholders (competent authorities, pilots, ship owners, marine contractors).

## Appendix 1: Summary table PEC types

Rotterdam-Rijnmond-South Holland-hinterland								
PEC-type		LOA	Restrictions				Module	Fq. req.
			SCC	Wind	Draht	Visibility		
1	B	>75m ≤115m	-	-	-	-	1/2/3/4/5	6
2	B-Drechtsteden	>75m ≤115m	-	-	<7.0m	≥1,000m	1/2/3/4/5	6
3	B-Moerdijk	> 75m ≤115m	-	-	<5.5m	≥1,000m	1/2/3/4/5	6
4	B-Moerdijk HF	>75m ≤115m	-	-	<7.0m	≥1,000m	1/2/3/4/5	18
5	C	>115m ≤160m	-	-	-	-	1/2/3/4/5	12
6	C-Drechtsteden	>115m <135m	-	-	<7.0m	≥1,000m	1/2/3/4/5	12
7	C-Moerdijk	>115m <135m	-	-	<5.5m	≥1,000m	1/2/3/4/5	12
8	C-Moerdijk HF	>115m <135m	-	-	<7.0m	≥1,000m	1/2/3/4/5	36
9	D	>160m ≤200m	-	<17.2m/s	-	-	1/2/3/4/5	18
10	D-Roro	>160m	-	<17.2m/s	-	-	1/2/3/4/5	18
11	D-Roro Beneluxhaven	>160m	-	<17.2m/s	-	-	1/2/3/4/5	18
12	D-Roro Brittanniëhaven	>160m	✓	<12m/s E <15m/s W	-	-	1/2/3/4/5	18
13	D-Roro Hoek van Holland	>160m	-	<17.2m/s	-	-	1/2/3/4/5	18
14	D-Roro Vulcaanhaven	>160m	✓	-	-	-	1/2/3/4/5	18
15	Small Seagoing Vessels	<115m	-	-	-	-	1/2	-
16	Small Seagoing Vessels temporary	<115m	-	-	-	-	-	-
17	LNG Bunker ship	-	-	-	-	-	1/2/3/4/5	*

\*Is determined if sailing routes in port are known

SCC = Tugboat Coordination Certificate; ✓=Mandatory; Fq req = Frequency requirement

Restrictions indicate when PEC is valid.

**PEC-D & PEC D-Roro Wind restriction:** windmeter Noorderpier. For shifting in the eastern port areas from 7th Pet windmeter Geulhaven.

Wind restriction expires with valid SCC.

**PEC D-Roro Brittanniëhaven** Oost (quadrant NO to SE) 12 m/s other directions 15 m/s; wind meter Geulhaven

**PEC B&C -Moerdijk HF** Additional requirements RWS WNZ

**PEC for Small Seagoing Vessels** No petroleum ports; Oude Maas draht <7.0m; Dordtsche Kil draht <5.50m

**PEC for Small Seagoing Vessels temporary** Valid until 01/01/2031, No petroleum ports; Oude Maas draht < 7.0m; Dordtsche Kil draht < 5.50m

## Appendix 2 Exam regulations and Exit Qualifications

### Exam regulations

The examination regulations are adopted by the board of RLC Rotterdam-Rijnmond and apply to the PEC training programs in the Seaport area Rotterdam-Rijnmond-South-Holland-hinterland.

The examination regulations will be sent by RLC-RR together with the study material, after admission of the candidate PEC holder to the training.

The examination regulations can also be found [Forms and checklists sea shipping | Port of Rotterdam – Pilot\(exemption\)](#).

### Exit Qualifications

The competent authorities determine the exit qualifications for the knowledge required for the different training-modules.

See the resolution concerning the exit qualifications for Pilotage Exemption Certificates of the competent authority, the Harbour Master of Rotterdam:

[Staatscourant 2021, 34848 | Overheid.nl > Officiële bekendmakingen \(officielebekendmakingen.nl\)](#)





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