



# INFORMATION GUIDE PILOTAGE EXEMPTION CERTIFICATES



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# 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 Rotterdam-Rijnmond-South-Holland-hinterland seaport area and the Scheveningen seaport area. In this guide, the English term 'Pilotage Exemption Certificate' (PEC) is used for this exemption. The contents of the training course on which participants will be tested can be found in the study material made available by the Loodswezen Rotterdam Rijnmond (LRR) pilotage association.

For a long time, it has been possible to exempt masters from compulsory pilotage. As a result, extensive 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. The law amending the Shipping Traffic Act, the 2021 Pilotage Decree and the 2021 Pilotage Regulations will come into effect on 1 January 2021. These replace the current compulsory pilotage legislation of 1995 and will result, among other things, in the introduction of a new PEC structure. The register of small seagoing vessels and the dispensation option from compulsory pilotage for seagoing vessels up to 95 metres will disappear. Certain terminology, such as certificate holder, will also no longer be used. This term will be replaced with the term PEC holder. In addition, the training course will change and from 1 January 2021 will consist of 5 modules for the regular PECs. The Pilotage Exemption Certificate will be issued after all the modules have been successfully completed. This information guide has therefore been completely revised.

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 Rijnmond (LRR): [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

#### PEC holder

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

#### Ship

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

#### PEC for Small Seagoing Vessels

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

#### PEC LNG Bunker ships

- 15 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 Compulsory Pilotage Decree 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): <https://www.portofrotterdam.com/nl/scheepvaart/port-services/formulieren-en-checklists-zeevaart>

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. Loodsencorporatie Rotterdam-Rijnmond (LRR) 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 Loodsencorporatie Rotterdam-Rijnmond.

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

LRR sets the dates for introduction days and examination. Candidates must be registered at least 2 weeks in advance for the introduction day and at least 2 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 LRR.

### 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 requested in writing from LRR 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 your name (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 Compulsory Pilotage Decree 2021).

Pilotage Exemption Certificate	Length categories	Frequency requirement
B	>75 metres to 115 metres	6 calls
B-Drechtsteden		
B-Scheveningen		
C	>115 metres to 160 metres	12 calls
B-Moerdijk	>75 metres to 115 metres	
C-Moerdijk	>115 metres to 135 metres	
C-Drechtsteden		

Pilotage Exemption Certificate	Length categories	Frequency requirement
D	>160 metres to 200 metres	18 calls
D-Roro	>160 metres, fixed sailing route, min 1x per week	
D-Roro Britanniëhaven		
D-Roro Vulcaanhaven		
B-Moerdijk Hoog Frequent (HF)	>75 metres to 115 metres	36 calls
C-Moerdijk Hoog Frequent (HF)	>115 metres to 135 metres	
Temporary PEC for Small Seagoing Vessels Rotterdam-Rijnmond-hinterland	<115 metres	n.a.
Temporary PEC for Small Seagoing Vessels Scheveningen		
PEC for Small Seagoing Vessels Rotterdam-Rijnmond-hinterland		
PEC for Small Seagoing Vessels Scheveningen		
PEC LNG Bunker ships	n.a.	t.b.d.

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

If the frequency requirement is met, the exemption from 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.



## 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 candidate PEC holder is given the study material and an explanation of the training and the examination. Mandatory for the initial PEC training. Optional for a follow-up PEC training programme.
<b>Module 1:</b> National Legislation	Knowledge of the main provisions under the Shipping Traffic Act applicable legislation.  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).
<b>Module 2:</b> Taal	Active or passive knowledge of the relevant languages required for the necessary communication with other ships and nautical service providers.  The following applies to the Rotterdam-Rijnmond region: passive Dutch (level A2) and intermediate English. The following applies to the Moerdijk route: intermediate Dutch and English.
<b>Module 3:</b> Instruction trip	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.  3 inbound and 3 outbound instruction trips.
<b>Module 4:</b> Practice Regional legislation	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 trip	Successfully completed number of 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.  2 inbound and 1 outbound examination trips.

## 4.2 GUIDELINE FOR POSSIBLE EXEMPTION FROM MODULES BY COMPETENT AUTHORITIES

This guideline explains the approach to the exemption options for each module within the seaport areas. 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 (customised approach). For the sake of completeness, it is worth noting that this guideline has been carefully drawn up but that specific (special) cases may arise during the implementation of the new compulsory pilotage regulations that cause the competent authority to unexpectedly deviate from this guideline due to those special circumstances.

## 4.3 POSSIBILITIES FOR EXEMPTION FROM THE LNS MODULES BY THE COMPETENT AUTHORITY

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 Rotterdam-Rijnmond seaport area, 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:

Groot Vaarbewijs: a master/first officer with a “groot vaarbewijs” (not a “beperkt groot vaarbewijs”) possesses sufficient knowledge to obtain an exemption from Module 1 in a seaport area.

Klein vaarbewijs: a master/first officer with a “klein vaarbewijs” cannot be exempted from Module 1 because a small sailing licence is intended for recreational navigation and the smallest inland vessels (less than 25 metres). This also means that the knowledge acquired has not been applied in practice on a large inland vessel.

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 and does not have to study this module again.
- temporary PEC for Small Seagoing Vessels: Exemption from Module 1 only possible if it is a sister ship as defined by the IMO. Only for vessels registered in the “Register loodsplicht kleine zeeschepen”

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 examinations.

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.
- temporary PEC for Small Seagoing Vessels: Exemption from Module 2 only, if it is a sister ship as defined by the IMO.

In another seaport area, an application for a:

- PEC A, 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:

This module contains local knowledge so it is unlikely that an exemption can be granted. Except for a situation in which a master already has a PEC for a certain seaport area and he/she wants to add a ship to the route to which his/her PEC already applies. When adding another route to his/her PEC in a particular seaport area, the competent authority will consider whether an exemption is possible, but this will be determined for each individual case/route.

### 4.4 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 also 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 Rotterdam Rijnmond (LRR) at: [O&O@loodswezen.nl](mailto:O&O@loodswezen.nl)

### 4.5 INSTRUCTIONAL TRIPS (MODULE 3)

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

- Practical application 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, 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.
- Practical application of legal requirements and regulations.

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





#### **4.6 ASSESSMENT TRIPS (MODULE 5)**

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

- Practical application 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, 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
- Practical application 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.

#### **4.7 NOTIFICATION OF COMPLETION OF THE TRAINING PROGRAMME**

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

#### **4.8 REJECTION PROCEDURE**

If a candidate PEC holder does not meet the specified examination requirements, i.e. fails to pass, LRR 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.

#### **4.9 COST OF TRAINING FOR THE PEC HOLDER**

Before the start of the training and the theoretical examinations, the course fee must be paid to LRR. The course fee for Module 3 and the examination fee for Module 5 consist of the rates applicable at that time for the pilot trips concerned. In addition, for each initial PEC application an administrative contribution of 300 euros must be paid to the competent authority.

#### **4.10 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 credited 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 Rotterdam-Rijnmond region, an exemption is granted for Modules 1 and 2 and 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. This means that one route must first be completed, after which an exemption from Modules 1 +2 can be granted for the second route.

### 5.2 ADDING A SHIP TO A ROUTE

As mentioned earlier, one PEC may include a combination of 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 Rotterdam Rijnmond (LRR) 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

- 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 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 is not eligible for an exemption for 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 meets 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 shipping route and does not act as befits a responsible good fairway user
- DHMR, with responsibility for safety, considers the PEC holder's actions to be irresponsible.

### 6.2 RESTRICTIONS

A PEC cannot be used if:

- the specified 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 ready to sail its fairway route from the point of view of propulsion and manoeuvrability
- 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

The following guidelines apply to the withdrawal of a PEC due to non-compliance with the frequency requirement and the possibility of an exemption:

- 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.

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

If several ships are credited to a PEC and they belong to different PEC types, the highest frequency requirement applies. This depends on the length of the largest ship. If a PEC has lapsed because of non-compliance with that highest frequency requirement, a new PEC request can be made for those ships on the PEC with a lower frequency requirement. Trips made with the largest ship can count towards the frequency requirement as long as they fall within the reference year. This rule only applies when the ships are deployed on the same PEC route.





## 7. Traject Moerdijk

Slightly different requirements apply to the Moerdijk route due to the nature and circumstances of the waterway. The PEC B has a frequency requirement of 12 calls instead of 6 calls, there are strict requirements for Oversized Vessels by virtue of the PEC High Frequency (PEC HF) and PEC holders must have an active knowledge of the Dutch and English languages.

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	12
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	36
C-Moerdijk HF	>115m <135m	< 7.0 m	≥ 1,000 m	1/2/3/4/5	36

### PEC High-frequency (HF) Moerdijk

- A travel frequency of 36 calls per year is required for the PEC HF.
- For this higher travel frequency, the calls made after the moment the application for the PEC Seaport area Moerdijk 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 no longer valid.

### 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), a number of special PECs, including the PEC for Small Seagoing Vessels and the Temporary PEC for Small Seagoing Vessels, are explained in detail below:

You are applying for the PEC for Small Seagoing Vessels or the Temporary PEC for Small Seagoing Vessels for the seaport area of Rotterdam-Rijnmond-South-Holland-hinterland or for the seaport area of Scheveningen. This is then valid on all routes in the relevant seaport area and there is no frequency requirement.

### 8.1 PEC FOR SMALL SEAGOING VESSELS

To be eligible for a PEC for Small Seagoing Vessels, your seagoing vessel must satisfy the following three 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. The following restrictions apply to Rotterdam-Rijnmond:

- 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 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 officer applies (Compulsory Pilotage Decree, Article 4, paragraph 2).

You can find the application form for the PEC for Small Seagoing Vessels on the following website, under the header "(vrijstelling) Loodsplicht", named "Aanvraagformulier PEC Kleine Zeeschepen - Zeehavenregio Rotterdam-Rijnmond-Scheveningen":

<https://www.portofrotterdam.com/nl/scheepvaart/port-services/formulieren-en-checklists-zeevaart>

### 8.2 TEMPORARY PEC FOR SMALL SEAGOING VESSELS

A Temporary PEC for Small Seagoing Vessels can be requested until 1 July 2021 in the name of the master or first mate. The application form is a web-based form that you can find on the website below, under the header "(vrijstelling) Loodsplicht", named "Aanvraagformulier tijdelijk PEC kleine zeeschepen, zeehavenregio Rotterdam-Rijnmond-Scheveningen":

<https://www.portofrotterdam.com/nl/scheepvaart/port-services/formulieren-en-checklists-zeevaart>

The Temporary PEC for Small Seagoing Vessels applies to the routes in the relevant seaport area as requested in the Rotterdam-Rijnmond-Scheveningen region and 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 regular, depending on whether you meet the conditions) for the exemption from the compulsory pilotage.

You can add multiple ships to the Temporary PEC for Small Seagoing Vessels provided the following conditions are met:

- Only for ships that were registered in the Register of compulsory pilotage for small seagoing vessels on 31/12/2020
- The master or first mate in the relevant seaport area in the Rotterdam-Rijnmond-Scheveningen region made at least one single voyage with the ship in question in 2019 or 2020.

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 (Compulsory Pilotage Decree, Article 4, paragraph 2).



## 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 or a part thereof.

If, in the opinion of the competent authority, a master is insufficiently familiar with the local conditions and communication procedures, a pilotage requirement will be imposed in accordance with Article 15 (Article 3, third paragraph, under f, Compulsory Pilotage Decree 2021).

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 pilotage requirement.

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 Rotterdam-Rijnmond area or sailing in the 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, a pilotage requirement may be imposed (Article 15 Pilotage Obligation Decree 2021).

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

Initial assessment: Has the master sailed sufficient hours with the work vessel in Rotterdam in the past two years prior to the assessment moment? 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 pilotage requirement. 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 (Article 13, paragraph 1a, Pilotage Requirement Decree).
- 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 Compulsory Pilotage Decree. 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 requirement 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 quarterly 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	Draft	Visibility		
1	B	>75m ≤115m	-	-	-	-	1/2/3/4/5	6
2	B-Drechtsteden	>75m ≤115m	-	-	<7.0m	≥1000m	1/2/3/4/5	6
3	B-Moerdijk	> 75m ≤115m	-	-	<5.5m	≥1000m	1/2/3/4/5	12
4	B-Moerdijk HF	>75m ≤115m	-	-	<7.0m	≥1000m	1/2/3/4/5	36
5	C	>115m ≤160m	-	-	-	-	1/2/3/4/5	12
6	C-Drechtsteden	>115m <135m	-	-	<7.0m	≥1000m	1/2/3/4/5	12
7	C-Moerdijk	>115m <135m	-	-	<5.5m	≥1000m	1/2/3/4/5	12
8	C-Moerdijk HF	>115m <135m	-	-	<7.0m	≥1000m	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 Brittanniëhaven	>160m	✓	<12m/s E <15m/s W	-	-	1/2/3/4/5	18
12	D-Roro Vulcaanhaven	>160m	✓	-	-	-	1/2/3/4/5	18
13	Small Seagoing Vessels	<115m	-	-	-	-	1/2	-
14	Small Seagoing Vessels temporary	<115m	-	-	-	-	-	-
15	LNG Bunker ship	-	-	-	-	-	1/2/3/4/5	*
Scheveningen								
16	B	>100m	-	-	<7.0m	-	1/2/3/4/5	6
17	Small Seagoing Vessels	<115m	-	-	-	-	1/2	-
18	Small Seagoing Vessels temporary	<115m	-	-	-	-	-	-

\*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; anemometer Geulhaven

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

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

**PEC for Small Seagoing Vessels temporary** Only for ships registered in former 'Register Ships KZ' and master visited Rotterdam at least once in 2019 or 2020; Valid until 01/01/2031, No petroleum ports; Oude Maas draft < 7.0m; Dordtsche Kil draft < 5.50m



# Appendix 2: Examination regulations

## Chapter 1 General

### Article 1.2 Applicability of the regulations

These regulations apply to the PEC examinations for the Rotterdam-Rijnmond-Scheveningen Seaport Region.

### Article 1.2 Amendment or adoption of the regulations

If the regulations are to be amended or adopted, the board will request the regional coordinator of education and training and the competent authority to submit their opinions. The decision to adopt or amend the scheme will be accompanied by a response to an opinion received by the board. A copy of this decision will be sent to the aforementioned interested parties.

## Chapter 2 Examinations

### Article 2.1 Format of examinations

1. An examination consists of a theory examination and/or a practical examination (Modules 1, 2, 4). Theory examinations will be taken in writing, digitally or orally. A practical examination (Module 5) consists of practical trips.
2. The format and content of the examinations are laid down in the learning outcomes as described in Appendix 3.

### Article 2.2 Administration of Theory examinations

1. The candidate in question is given the opportunity take the theory examinations at the offices of the RLC region Rotterdam-Rijnmond at a time set well in advance.
2. It is forbidden to bring information-bearing aids, in whatever form, into the room where the examinations are held unless this is expressly permitted by the examiner.
3. Candidates who do not comply with the second paragraph may be excluded by the examiner from further participation in the examination in question.

### Article 2.3 Procedure of the examinations

1. An examination taken by the candidate in question will be assessed by two examiners. An observer on behalf of the regional authority will be present during the examinations.
2. After the examination, the examiners will send the results to the RLC Board.

### Article 2.4 Determining and announcing the examination results

With regard to the result of a theory examination, the examiners will announce the result of the examination no later than 1 hour after the end of the examination. The result of the practical examination will be announced as soon as possible after the last assessment trip but no later than one week after the examination.

The RLC Board is responsible for registering the results of examinations and will inform the competent authority as soon as possible about the result achieved by the candidate in question.

### Article 2.5 Right of scrutiny

After the result of an examination has been announced, the candidate has the right to scrutinise the assignments and the assessed work as well as the standards on which the assessment was based. This inspection will take place in the presence of an examiner.

### Article 2.6 Retention periods

The RLC Board will store examination files and other relevant documents in accordance with the basic selection document of 18 May 2015, as determined by the National Archives and published in the Government Gazette 13105.

### **Article 2.7 Pass, resit or fail**

A candidate is eligible to resit a theory examination for Module 1, 2 or 4 if he/she has achieved an unsatisfactory mark of no lower than 3 for one module.

In case of a resit, a candidate can appear at the next examination to resit that examination. Resits have the same format and are, in principle, taken in the same way as the original examination. A resit replaces the previous performances and the related assessment.

The candidate in question will be rejected if:

- a mark lower than 3 or an unsatisfactory (3) is obtained for more than one module
- the candidate in question fails to complete an examination
- an unsatisfactory mark is obtained in a resit
- one or more situations as referred to in Article 2.2, second paragraph occur, or the candidate commits fraud, deception, plagiarism or attempts to do so before or during the examinations
- the opportunity for a resit is not taken.

In the event of a rejection, a candidate can turn up for a resit at the second examination opportunity after the examination for which he/she was rejected.

If a candidate is rejected twice, this is followed by an evaluation by Loodswezen Regio Rijnmond (LRR) and the competent authority in which the follow-up process is discussed.

For the assessment trips, a maximum of 1/3 of the number of trips may be retaken if the mark is no lower than 3 for each content area, as described on the assessment form referred to in Appendix 2. If a resit again leads to an unsatisfactory trip, the candidate will be rejected for Module 5.

If one of the components is marked lower than 3, the candidate will be rejected for Module 5. After a rejection, Module 5 must be retaken in its entirety. In consultation with the candidate and the competent authority, in the event of a rejection it may be decided to make an additional number of Module 3 trips.

### **Article 2.8 Examination schedule**

The examinations for Modules 1, 2 and 4 are taken on the same day at the office of Loodswezen Regio Rijnmond (LRR). At least four examination days are held per calendar year.

A pilot trip in the context of Module 3 (instruction trips) and Module 5 (assessment trips) will be requested at least 24 hours in advance via [O&O@loodswezen.nl](mailto:O&O@loodswezen.nl) at RLC Rotterdam-Rijnmond. If the trip takes place at the weekend or on a national holiday, it must be registered 72 hours in advance. Cancellation of a trip that has already been requested is possible up to 12 hours before the start of the trip.

### **Article 2.9 Course and examination fees**

The course fee must be paid before the start of the course (RLC should already have received the course fee).

The examination fee must be paid before the start of the theoretical examinations (RLC should already have received the examination fee).

The training and examination fees for Modules 1 and 2 consist of the rates set by ACM at that time. The course fee for Module 3 and the examination fee for Module 5 will consist of the rates applicable at that time for the pilot trips concerned.

## *Chapter 3 Complaints*

### **Article 3.1 Complaints about the course of events during an examination**

1. A complaint regarding the course of events during an examination can be submitted to the appropriate authority within five working days of the examination.

2. The complaint must be signed and must include at least the following:

- the name and address of the complainant
- the date
- a description of the course of events about which the complaint is being made.

A complaint can be declared inadmissible if the requirements set out in this article are not complied with.

## *Chapter 4 Other provisions*

### **Article 4.1 Hardship clause**

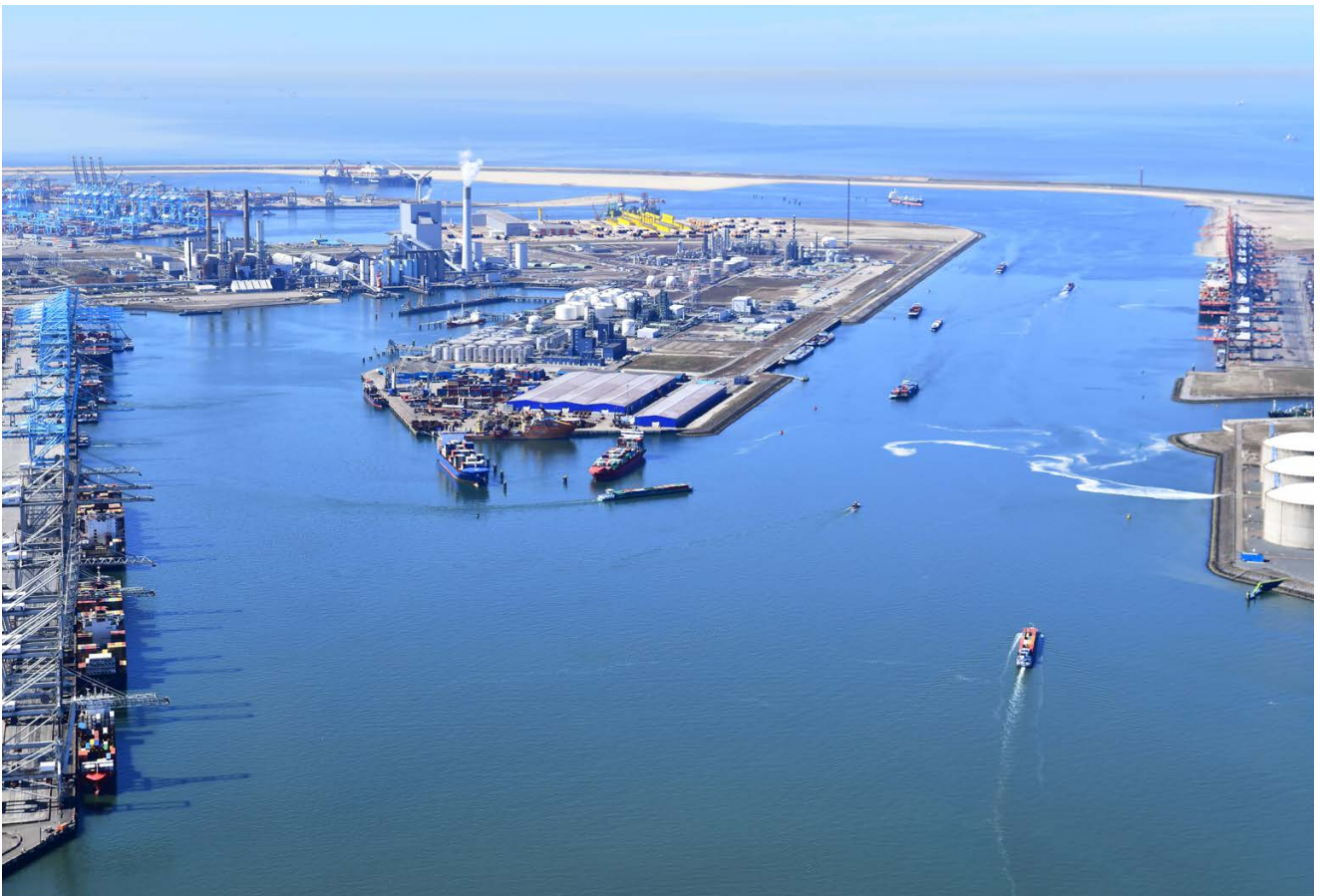
In all cases in which these regulations are not (sufficiently) adequate, the Board of the regional pilot association will decide on the matter.

### **Article 4.2 Amendments**

An amendment to these regulations does not relate to ongoing PEC courses unless the interests of the candidates concerned are not disproportionately harmed.

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

These regulations enter into force on the first day after their adoption and can be cited as 'Examination Regulations PEC Seaport Region Rotterdam-Rijnmond'.



## Appendix 3: Learning outcomes Modules 1, 2, 4 and 5

**Module 1:** The knowledge obtained by means of a successfully completed training course of the main provisions of the legislation applicable to the relevant seaport area on the basis of the Shipping Traffic Act.

### Learning outcome

The candidate can demonstrate that he/she has a command of the Shipping Regulations for the Territorial Sea and the Inland Shipping Police Regulations and can apply this knowledge in practical situations.

The inbound trip from the approach area is the guideline for the relevant legal knowledge. These include: regional aspects such as main and secondary waterways, navigation rules, demanding cooperation and giving way and optical signs.

### Format

Oral maximum 50 min

### Assessment

Mark of 1 to 6, where 4 is the standard for a pass

### Present

Two examiners (registered pilots) and an observer from DHMR or RWS

**Module 2:** The active or passive knowledge of the legally prescribed languages required for the necessary communication with other ships and nautical service providers on the route in question by means of a successfully completed training course.

### Learning outcome

- Rotterdam-Rijnmond: i) the candidate can demonstrate that he/she is able to communicate effectively in the English language at (lower) intermediate level with the competent authority, VTS and other waterway users and is able to share and process relevant information for safe navigation, ii) the candidate is able to understand and process basic and standard nautical terms, sentences and expressions at A2 level in the Dutch language for the benefit of safe navigation.
- Specifically Moerdijk: the candidate can demonstrate that he/she is able to communicate effectively at (lower) intermediate level in English and Dutch with the competent authority, VTS and other waterway users and is able to share and process relevant information for safe navigation.

### Format

Active English, if deemed necessary, is tested by means of an online test + Test of Spoken English (TOSE).

Active Dutch is tested during an oral session in which there is room for regionally specific communication. Passive Dutch is tested by means of a listening test in which regionally specific communication is used as much as possible.

### Assessment

Active Dutch is orally tested in Modules 1 and 4 in consultation with the authorities.

For the online TOSE (Test of Spoken English) for intermediate level (= 1st officer), 80% of the questions must be answered correctly.

### Present

Two examiners (registered pilots) and an observer from DHMR or RWS.

**Module 4:** The practical and theoretical knowledge of local and regional regulations, communication procedures, topography, navigation guidance, tugboat procedures and associated navigation methods obtained through successfully completed training, as determined by the competent authority.

**Learning outcome**

- The candidate can demonstrate that he/she has mastered the relevant provisions of the applicable general and special shipping regulations and port and police regulations and can apply this knowledge in practical situations.
- The candidate is familiar with the following for the seaport area:
  - o VHF radio and traffic management procedures
  - o currents, tides and banks
  - o directions and depths of the shipping routes
  - o courses to be steered under different circumstances
  - o location and placement of traffic signs, coastal lights, anchorages and landmarks
  - o navigation aids to be used
  - o structures located in or over the shipping routes
  - o pilot areas, including the areas that are piloted from shoreen kan deze kennis toepassen in praktijksituaties.
- The candidate has the skills to manoeuvre under all circumstances and can, if necessary, use tugs.

**Format**

Oral, a maximum of 60 minutes, for the Oude Maas route a maximum of 90 minutes.

**Assessment**

Mark of 1 to 6, where 4 is the standard for a pass

**Present**

Two examiners (registered pilots) and an observer from DHMR or RWS

**Module 5:** A successful number of assessment voyages by a seagoing vessel on the route to which the application for a PEC relates, where the applicant for a PEC is assessed on the basis of the knowledge acquired in Modules 1 to 4 with regard to the practical implementation.

**Learning outcome**

- The candidate can demonstrate mastery of the following components for safe navigation:
  - o Situational Awareness with a knowledge and understanding of the sailing behaviour of other traffic, characteristics of the fairway and the resulting restrictions with regard to navigation and manoeuvring.
  - o Maritime Resource Management in order to build and maintain the best possible situational awareness by making optimal use of the existing bridge team.
  - o Use of navigation aids.
  - o Use of communication procedures for a properly functioning traffic management system.
  - o The ability to manoeuvre safely and smoothly under all circumstances, with special attention for the safety of rowing boats and tugs.

**Format**

Number of assessment voyages by seagoing vessel on the route to which the application for a PEC relates, where the candidate is assessed by an examination pilot based on the practical application of the knowledge acquired in Modules 1 to 4.

If the ship's history shows that there is regular tugboat use, the aim should be to test use of the tugboat in practice.

**Assessment**

The components specified in the learning outcomes are marked on a scale from 1 to 6, where 4 is the standard for a pass.

All components must be completed with a pass.

Compensation can only take place within a particular component.

**Present**

The examiner appointed by RLC is a registered pilot who specialises in the PEC route to which the application relates.

The observer from DHMR or RWS will be given the opportunity to be present.

After the assessment trip, the candidate will be given access to the assessment form and a copy of the trip that was made.



# Appendix 4: Examination trip assessment form

Date \_\_\_\_\_ Trip no. \_\_\_\_\_

Name of candidate \_\_\_\_\_

Name of examiner \_\_\_\_\_

Name of ship \_\_\_\_\_

Route from \_\_\_\_\_

Route to \_\_\_\_\_

Visibility \_\_\_\_\_

Wind \_\_\_\_\_

Tugboat use and location \_\_\_\_\_

CONTENT AREA	MARK					
	1	2	3	4	5	6
1. Shipping regulations	<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. Navigation	<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"/>

Give reasons for your marks:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Signature of examiner

Signature of PEC holder

\_\_\_\_\_

\_\_\_\_\_



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