

Vessel Notification 2.0



This procedure is generic.

The Port Community System (PCS) is unavailable What to do during a malfunction?

All first-time visit notifications for vessels, both incoming and passing through, must be submitted directly to the Amsterdam Harbour Master. The 24-hour obligation to report (Pre-Arrival Notification) must be met by filling in the VBA form and submitting it to the Harbour Master. The VBA form can be found among the appendices of this document

Changes to previously notified visits and reports of shift or outgoing movements can be made either by e-mail or by calling the Traffic Information (Meldpunt Verkeer) hotline. You must check that any notifications submitted shortly before and/or during the malfunction successfully have been received by the Harbour Master.

What to do after the malfunction has been resolved?

When the malfunction has been resolved, you are obliged to submit your notifications electronically and retroactively through the PCS for confirmation.

System interface	V
Web interface	V

Contact

If you have questions or require assistance, please contact our Service Desk:

+31 (0)88 625 25 25+31 (0)88 625 25 02

servicedesk@portbase.com

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Vessel Notification 2.0



What to do during a malfunction?

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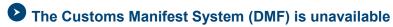
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If there is a fault in the DMF, Customs will report this via a service message on:

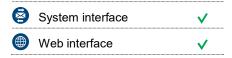
https://www.oswo.nl/swodouane/course/view.php?id=4401 and announce whether the backup procedure may be used.

What to do during a malfunction?

During a malfunction you can submit messages in PCS as usual, they are not processed during the maintenance but buffered. After the maintenance, the messages are still processed and any return messages will follow.

What to do after the malfunction has been resolved?

When the malfunction has been resolved, you are obliged to submit your notification electronically and retroactively through the PCS. If you have any questions, please contact the Portbase Service Desk.



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	Fax
\checkmark	E-mail
#	Website

Excel upload functionality



Contact information

○ Amsterdam Harbour Master

Traffic Information hotline

020 - 5234600

- <u>vtsadmin@portofamsterdam.com</u>
 <u>http://www.portofamsterdam.com/contact-divisiehavenmeester</u>

Customs

Maritime Customs CCC (Maritime Affairs)

- **♦** 088 1534850 (24/7 bereikbaar)
- IMOFAL 1: douane.drh.inenuitklaringen@belastingdienst.nl
- www.oswo.nl/swodouane/course/view.php?id=4401

Vessel Notification 2.0 Appendices

Report of arrival				
(a) Vessel Name				
(b) Callsign				
(c) IMO identification number				
(d) Nationality				
Date and time of this report				
Port of destination				
(a) Last port of call				
(b) Port of destination after departure				
(a) ETA pilotstation				
(a) Date (at time of this message)				
(b) Position ship (at time of this message)				
(a) Harbour basin(s)				
(b) Berth(s)				
(c) Pole numbers				
(a) Pilot requested	□yes □no			
(b) Pilot arriving by heli possible	□yes □no			
(c) If yes, hoist or land				
Deepest draught on arrival in salt water				
(a) Cargo to discharge (name and weight)				
(b) Cargo to load (name and weight)				
(c) Cargo in transit (name and weight)				
(d) Dangerous and/or harmful substances or liquid cargo in bulk, if yes a separate report via "report dangerous and harmful substances"	□yes □no			
(e) Cargo fumigated (If yes, supply following data):	□yes □no			
(e1) nature of fumigated cargo				
(e2) chemical or technical name of used fumigant				
(e3) fumigated spaces or stowage positions of fumigated cargo	(e3) fumigated spaces or stowage positions of fumigated cargo			
(e4) date and place or port when and where fumigation was carried out				
(e5) indication of spaces which were ventilated after fumigation				
(e6) suitable equipment aboard for measuring concentrations of used fumigant	□yes □no			
(e7) whether spaces before arrival are checked for the presence of fumigant with indication of gaslevels of each space in parts per millions (ppm)				
(a) Damage to vessel	□yes □no			
(b) Defects in nautical equipment	□yes □no			
(c) Protruding ship parts or cargo	□yes □no			
(d) Fire, self-heating of cargo or smoke	□yes □no			
(e) Defects in cargo-handling equipment	□yes □no			



Vessel Notification 2.0 Appendices

Report of arrival part 2

(a) name agent of ship	
(b) address of agent	
(c) telephone agent (office)	
(d) telephone agent (after office hours)	
(a) overall length	
(b) length according to tonnage certificate	
(c) beam	
(d) tonnage in GT	
(e) deadweight	
type of vessel	
(a) number of crewmembers	
(b) total number of persons aboard	
(a) bowthruster present	□yes □no
(b) stern thruster present	□yes □no
(c) radar present	□yes □no
(d) gyrocompass present	□yes □no
(e) VHF with blockchannels for the area present	□yes □no
is this message a change or update to a previous report	□yes □no
(a) One or more tugs required	☐yes, number: ☐no
(b) Boatmen required	□yes □no
Purpose of visit (e.g.loading/discharging,repair)	
(a) *waiting at anchorage	□yes □no
(b) * start time of loading/discharging	
(c) *ETD	
(d) *after departure waiting for orders	□yes □no
(e) intention to deliver MARPOL-waste, if yes via a separate report "deliver of MARPOL-waste"	yes 🗆 no
(f) *intention to conduct repairs	□yes □no
(g) *name P & I club	



^{*} can be filled in later / optional

Vessel Notification 2.0 Appendices

Report dangerous and harmful substances part 1

(a)	Vessel Name		
(b)	Callsign		
(c)	IMO identification number		
(d)	Nationality		
Dat	e of departure last port of call		
(a)	Last port of call		
(b)	Port of destination after departure		
(a)	ETA pilotstation		
(b)	Planned sailing route from last port of call		
(c)	Date (at time of this message)		
(d)	Position ship (at time of this message)		
(a)	Harbour basin(s)		
(b)	Berth(s)		
(c)	Pole numbers		
Sail	ing route in North Sea Channel area		
Dee	epest draught on arrival in salt water		
Cargo: dangerous goods / harmful substances / liquid cargo in bulk :			
(a)	Correct technical name		
(b)	IMO danger class/Marpol-annex and pollution category		
(c)	UN number		
(d)	Gross mass (in kg/ton)		
(e)	Stowage or planned stowage		
(f)	Number transport tank/container		
(g)	Cargo list/plan or manifest aboard	□yes	□no
EXtr	ra specification class 1 goods: Net explosive mass		
	·		
For	class 7 report: name radioactive nuclide		
-	(chemical symbol + mass number)		
_	activity of the substance		
-	category of package (CAT-I white, CAT-II yellow, CAT-III yellow)		
-	transport index of packages with yellow labels		
-	gross mass in kg, package form and number of packages		
-	stowage or planned stowage		



Vessel Notification 2.0 Appendices

Report dangerous and harmful substances part 2

(a) name of agent of ship	
(b) address of agent	
(c) telephone agent (office)	
(d) telephone agent (after office hours)	
(a) overall length	
(b) length according to tonnage certificate	
(c) beam	
(d) tonnage in GT	
(e) deadweight	
type of vessel	
(a) number of crewmembers	
(b) total number of persons aboard	
For tank vessels:	
(i) last cargo empty cargo tanks	
(j) tanks inert	□yes □no
(k) segregated ballast (SBT)	□yes □no
(I) quantity/type of cargo slops + stowage	
(m) intention for tank washing	□yes □no
(n) expiration date on certificate of fitness / certificate of noxious liquid substances in bulk (if applicable)	
For combination carriers with dry cargo:	
(o) chemical or technical name last carried liquid cargo	
(p) date of discharge last carried liquid cargo	
(q) stowage and quantity of cargo residues of flammable liquids (even if mixed with water)	
(r) description of atmosphere, present above residues mentioned under (q)	
(s) description of atmosphere of spaces aboard in which dry cargo is or can be carried and other spaces directly adjacent to these cargo spaces	
(t) marine chemist retained for CC certificate	□yes □no



Vessel Notification 2.0 Appendices

Report ISPS

No.	Item	Fill in Descript	ion
1	Is there an ISSC on board?	Ship Sec issued ur	tion that a valid International curity Certificate (ISSC) as or the de is available on board or
2	What is the current security level on board?	Indication stated in	n of the security level (as the ISPS code) at which the urrently operating.
3	Security-related information	security-In any ca the facilit If applica of Securi If applica	cribing other practical related information. use note the security level of y to be visited. ble, note that a Declaration ty has been made. ble, note any additional measures on board vessel.
4	Is the vessel capable of performing ISPS code?	Indication crew is c code and	n whether or not the vessel's apable of executing the ISPS I maintaining security on all levels.
5	Requested security measures	additiona requeste facility co interface	cribing any special or all security measures that are d, to be executed by the portoncerning the ship/port to be conducted.
6	Are security procedures being followed?	ship secu maintaine activity d by the 10 (consequ	whether or not appropriate urity procedures have been ed during any ship-to-ship uring the time frame covered last calls at port facilities uently including ship-to-ship is at sea during that time

