

Back-up procedure



Bezoek Schip

4 Melding Schip Haven van Amsterdam

Deze procedure is generiek.



▶ **Het Port Community System (PCS) is niet beschikbaar**

Hoe te handelen tijdens de storing?

Alle eerste bezoekmeldingen van inkomende en doorgaande reizen dienen rechtstreeks bij de Havenmeester van Amsterdam (HMvA) te worden ingediend. De 24-uurs meldplicht (Voorbericht van Aankomst) dient te worden voldaan door een VBA formulier in te vullen en vervolgens per e-mail naar de Havenmeester van Amsterdam te sturen. Het VBA formulier vindt u in de bijlage onder aan deze brief. Wijzigingen op eerder gemelde bezoeken en meldingen van verhalende en uitgaande reizen mag u telefonisch of per e-mail doorgeven aan het Meldpunt Verkeer. U dient zelf te controleren bij de Havenmeester of uw meldingen van vlak voor én tijdens de storing zijn ontvangen.

Hoe te handelen na de storing?

Na afloop van de storing dient u ter bevestiging alsnog uw meldingen elektronisch in te dienen via het PCS.




	System Interface	✓
	Web Interface	✓

Contact

Heeft u vragen of heeft u hulp nodig, dan kunt u contact opnemen met onze Service Desk:

 +31 (0)88 625 25 25
 +31 (0)88 625 25 02
 servicedesk@portbase.com

Legenda

	Telefoon
	Fax
	E-mail
	Website
	Excel upload

Back-up procedure



Bezoek Schip

▶ **Het Havenmanagementsysteem van het Havenbedrijf Amsterdam (HbA) is niet beschikbaar.**

Hoe te handelen tijdens de storing?

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Bezoek Schip

▶ **Het Douane DMF systeem is niet beschikbaar**

Bij een storing in het DMF zal de Douane de storing melden via een servicebericht op:

<https://www.oswo.nl/swodouane/course/view.php?id=4401> en bekend maken of de back-up procedure mag worden toegepast.

Hoe te handelen tijdens de storing?

Er hoeft geen schriftelijke IMO-1 in of uitklaring te worden verstuurd. Voorafgaand aan het onderhoud van de systemen dient men zoveel mogelijk de gegevens van het schip en de lading al te versturen. Indien er tijdens het onderhoud / storing gegevens moeten worden ingestuurd dan kan men wachten tot na het onderhoud / storing, of gebruik maken van de zogenaamde "buffer" functie van het PCS.

Na het onderhoud / storing dient u alsnog z.s.m. de gegevens elektronisch te versturen (zie onderstaande).

Hoe te handelen na de storing?

Na afloop van de storing dient u alsnog uw aangifte elektronisch in te dienen via PCS. Voor vragen kunt u contact opnemen met de Portbase Service Desk.

	System Interface	✓
	Web Interface	✓

Contact

Heeft u vragen of heeft u hulp nodig, dan kunt u contact opnemen met onze Service Desk:

 +31 (0)88 625 25 25
 +31 (0)88 625 25 02
 servicedesk@portbase.com


Legenda

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	Excel upload

Contactinformatie

Havenmeester van Amsterdam

Meldpunt Verkeer

 020 - 5234600


 vtsadmin@portofamsterdam.com

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

Douane

CCC Douane Maritiem (Zeezaken)

Douane zeezaken Maasvlakte

 088 - 1534850 (24/7 bereikbaar)

 IMOFAL 1: douane.drh.inenuitklaringen@belastingdienst.nl

 www.oswo.nl/swdouane/course/view.php?id=4401

Back-up procedure

Bezoek Schip Bijlagen

Report of arrival

(a) Vessel Name	
(b) Callsign	
(c) IMO-identificationnumber	
(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 (sending this message)	
(b) Position ship (sending this message)	
(a) Harbour basin(s)	
(b) Berth(s)	
(c) Pole numbers	
(a) Pilot wanted	<input type="checkbox"/> yes <input type="checkbox"/> no
(b) Pilot by heli possible	<input type="checkbox"/> yes <input type="checkbox"/> no
(c) If yes, hoist or land	
Deepest draft 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”	<input type="checkbox"/> yes <input type="checkbox"/> no
(e) Cargo fumigated (If yes, supply following data):	<input type="checkbox"/> yes <input type="checkbox"/> no
(e1) nature of fumigated cargo	
(e2) chemical or technical name of used fumigant	
(e3) fumigated spaces or stowagepositions 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	<input type="checkbox"/> yes <input type="checkbox"/> 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	<input type="checkbox"/> yes <input type="checkbox"/> no
(b) Defects nautical equipment	<input type="checkbox"/> yes <input type="checkbox"/> no
(c) Protruding ship parts or cargo	<input type="checkbox"/> yes <input type="checkbox"/> no
(d) Fire, selfheating of cargo or smoke	<input type="checkbox"/> yes <input type="checkbox"/> no
(e) Defects cargohandling equipment	<input type="checkbox"/> yes <input type="checkbox"/> no

Back-up procedure

Bezoek Schip Bijlagen

Report of arrival part 2

(a) name agent of ship	
(b) adress agent	
(c) telephone agent (office)	
(d) telephone agent after office hours	
(a) length over all	
(b) length according tonnage certificate	
(c) beam	
(d) tonnage in GT	
(e) deadweight	
type of ship	
(a) number of crewmembers	
(b) total number of persons aboard	
(a) bowthruster present	<input type="checkbox"/> yes <input type="checkbox"/> no
(b) stern thruster present	<input type="checkbox"/> yes <input type="checkbox"/> no
(c) radar present	<input type="checkbox"/> yes <input type="checkbox"/> no
(d) gyrocompass present	<input type="checkbox"/> yes <input type="checkbox"/> no
(e) VHF with blockchannels for the area present	<input type="checkbox"/> yes <input type="checkbox"/> no
is this message an alteration of a previous report	<input type="checkbox"/> yes <input type="checkbox"/> no
(a) One or more tugs required	<input type="checkbox"/> yes, number: <input type="checkbox"/> no
(b) Boatmen required	<input type="checkbox"/> yes <input type="checkbox"/> no
Purpose visit (e.g.loading/discharging,repair)	
(a) *waiting at anchorage	<input type="checkbox"/> yes <input type="checkbox"/> no
(b) *time start loading/discharging	
(c) *ETD	
(d) *after departure waiting for orders	<input type="checkbox"/> yes <input type="checkbox"/> no
(e) intention of delivery of MARPOL-waste, if yes via a separate report “ delivery of MARPOL-waste ”	<input type="checkbox"/> yes <input type="checkbox"/> no
(f) *intention of repairs	<input type="checkbox"/> yes <input type="checkbox"/> no
(g) *name P & I club	

* can be filled in later / optional

Back-up procedure

Bezoek Schip Bijlagen

Report dangerous and harmful substances part 1

(a) Vessel Name	
(b) Callsign	
(c) IMO-identificationnumber	
(d) Nationality	
Date of departure last port of call	
(a) Last port of call	
(b) Port of destination after departure	
(a) ETA pilotstation	
(b) Planned sailingroute from last port of call	
(c) Date (sending this message)	
(d) Position ship (sending this message)	
(a) Harbour basin(s)	
(b) Berth(s)	
(c) Pole numebers	
Sailing route in Nortsea Channel-area	
Deepest draft 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 transporttank/container	
(g) Cargolist/plan or manifest aboard	<input type="checkbox"/> yes <input type="checkbox"/> no
For class 1 goods extra detail:	
- Nett explosive mass	
For class 7 report:	
- name radioactive nuclide (chemical symbol + massnumber)	
- activity of the substance	
- category of package (CAT-I white, CAT-II yellow, CAT-III yellow)	
- transportindex of packages with yellow labels	
- gross mass in kgs, package form and number of packages	
- stowage or planned stowage	

Back-up procedure

Bezoek Schip Bijlagen

Report dangerous and harmful substances part 2

(a) Name agent of ship	
(b) adress agent	
(c) telephone agent (office)	
(d) telephone agent after office hours	
(a) length over all	
(b) length according tonnage certificate	
(c) beam	
(d) tonnage in GT	
(e) deadweight	
Type of ship	
(a) number of crewmembers	
(b) total number of persons aboard	
For tankvessels:	
(i) last cargo empty cargotanks	
(j) tanks inert	<input type="checkbox"/> yes <input type="checkbox"/> no
(k) segregated ballast (SBT)	<input type="checkbox"/> yes <input type="checkbox"/> no
(l) quantity/type of cargoslots + stowage	
(m) intention of tankwashing	<input type="checkbox"/> yes <input type="checkbox"/> no
(n) expiring date 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 cargoresidues 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 direct adjacent to these cargospaces	
(t) marine chemist ordered for CC-certificate	<input type="checkbox"/> yes <input type="checkbox"/> no

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Report ISPS

Nr	Item	Fill in	Description
1	Is there an ISSC on board ?		Confirmation that a valid International Ship Security Certificate (ISSC) as issued under the provisions of the ISPS code is available on board or not. Yes or no.
2	What is the current security level on board ?		Indication of the security level (as stated in the ISPS code) at which the ship is currently operating. 1, 2 or 3.
3	Security related information		Text describing other practical security related information. In any case note the security level of the facility to be visited. If necessary note that a Declaration of Security has been made. If necessary note additional security measures on board vessel.
4	Is the vessel capable of performing ISPS code?		Indication whether or not the vessel's crew is capable of executing the ISPS code and maintaining security on board on all levels. Yes or no.
5	Requested security measures		Text describing any special or additional security measures that are requested to be executed by the port facility concerning the ship/port interface to be conducted.
6	Are the security procedures followed?		Indication whether or not appropriate ship security procedures were maintained during any ship to ship activity during the time frame covered by the 10 last calls at port facilities (consequently including ship to ship interfaces at sea during that time frame). Yes or no