

Rijkswaterstaat finds itself compelled to take measures regarding the Amsterdam-Rhine Canal as of September 3, 2026, due to a staff shortage. When guidance at 'sector Maarssen' is not present, the maximum speed of 18 km/h that applies under normal circumstances will be reduced to 15 km/h. This will apply between 22:00h and 06:00h.

The operational area of Sector Maarssen can be found on the Amsterdam-Rhine Canal between km 28.6 and km 35.7.

The shipping industry is urgently requested to adhere to this restriction. Initially, a closure was planned for vessels larger than 135 m x 11.40 m and vessels subject to the cone requirement; therefore, it is important that all skippers fully realize that the speed reduction must be strictly adhered to in order to prevent a closure from occurring at a later time.

The narrowing in the Amsterdam-Rhine Canal at Maarssen and the passage through the so-called 'Demka bend' between km 33 and km 35 are considered the two locations where this VTS guidance is useful under normal circumstances. Now that this guidance is absent at certain times, a lower maximum speed of 15 km/h contributes also to prevent accidents.

POSSIBLE DANGERS

- No complete traffic overview for the Amsterdam-Rhinecanal
- Less information about what is happening in the surrounding area
No guidance in the event of incidents

MEASURES

- **Reduce speed on the section of the 'Maarssen sector' work area between km 28.6 and km 35.7 to a maximum of 15 km/h.** This section involves a narrowing in Maarssen and a special bend in the canal (Demka bend) (a bend where the radius is smaller than proportionate to the width of the canal, combined with a railway bridge that partially obstructs the view of other vessels). You will not be able to receive information from a VTS operator.
- Please note: When overtaking and meeting, take into account the existing overtaking and meeting prohibitions that normally already follow from the general precautionary measures for sailing in general, and in particular when overtaking and meeting. Make clear agreements regarding the location where you wish to overtake or meet, taking other waterway users into account.
- Mandatory use of radar and AIS, and utilizing the data contained on the ECDIS chart well in advance regarding approaching vessels, push-sets, and coupled formations.
- Please note: Pay extra attention to correctly entering the AIS data (particularly data for push-sets and coupled formations).
- In case of doubt: contact each other (via VHF radio). Make clear agreements. You will not be able to be guided or informed by a VTS operator.
- In the event of an incident posing a danger to other waterway users, immediately notify the surrounding area of the incident at km 33-35, specifically on the applicable VHF channel 61 and VHF channel 10 in the Maarssen sector (km 28.6-km 35.7).
- Incorporate the discontinuation of VTS guidance and the implemented measures into voyage planning.

Referenties/Bronnen:

KBN

[SF Defensive sailing](#)