

1/33 ARRIVAL AND DEPARTURE RULES FOR VESSELS WITH MARGINAL DIMENSIONS FOR ANTWERP

Article 1 General notes

1. This notification applies to vessels that meet at least one of the following criteria:
 - Length overall of 300 m or more
 - Width overall of 45 m or more
 - Draught of 120 dm or more for the Zandvliet-Berendrecht locks (right bank)
 - Draught of 125 dm or more for the Kieldrechtsluis (left bank)
 - Draught of 100 dm or more for the Kallosluis (left bank)
 - Draught of 125 dm or more for the tidal terminal (right and left bank)
 - Draught of 80 dm or more for berths upstream Kallosluis
 - Air draught of 60 m or moreAll draughts refer to the greatest draught of the planned voyage at a density of 1000 kg/m³, fresh water, and are expressed in decimetres.
2. The Common Nautical Authority is abbreviated to GNA.
3. The Port of Antwerp-Bruges is abbreviated to PAB.
4. The Antwerp Coordination Centre is abbreviated to ACC and is the coordination centre for the Port of Antwerp-Bruges.
5. The VBS-Nautisch Diensthoofd is abbreviated to VBS-NDH.
6. The Westerschelde Planner, abbreviated as WESP, is the tool of the GNA for calculating tidal windows.
7. The Permit to arrival or departure or shifting, hereinafter referred to as Permit, is required by the GNA for navigating the Scheldt area. With the data of the application, a tidal window is calculated, possibly a current window is determined, and a permit is prepared. The permit to arrival is TTO, the permit to departure is abbreviated to TTA, the permit to shift is abbreviated to TTV.
8. The Schelde Navigator Marginale Schepen is abbreviated to SNMS and is a navigation system accepted by the GNA. Full SNMS is the extended version of this system.
9. ENC, the electronic navigational chart (ENC) is a digital data file filled with (geo)information objects, with which the electronic waterway maps suitable for navigation are constructed.
10. The Requested Time of Arrival is abbreviated to RTA.
11. The Coordination Point Antwerp is abbreviated to CP and is a fictitious point near the beacon Zuid Saeftinghe.
12. The sea route is the shipping route between the Steenbank and Wandelaar pilot stations to Flushing Roads.
13. The river route is the shipping route on and between Flushing Roads and the upper end of the Antwerp Roads.
14. The start of the voyage is understood to mean:
 - Pilot on bridge, transverse to the fairway and swing to the port for arrival;
 - The vessel on current, transverse to the river and swing to sea for departure;
 - The vessel on current, transverse to the river and swing to destination at shift.
15. The Oceanographic Meteorologic Station in Ostend is abbreviated to OMS.
16. The wind force will be measured at the Zandvliet-Berendrecht locks.
17. High Water and Low Water are abbreviated as HW and LW respectively. The times of HW and LW mentioned here are relative to Prosperpolder according to the Flemish Hydrography.
18. All vessel lengths and vessel widths are expressed in metres and refer to length overall and breadth overall.
19. At least four times a year, the sea locks and tidal terminals are surveyed and the surveys are made digitally available to WESP and SNMS via ENC.

Article 2 Permit to arrival, departure or shift

For every arrival, departure and shift in the Scheldt area, a written permit is required for vessels that meet at least one of the criteria of Article 1, first paragraph.

The permit is issued by the GNA. For this purpose, the form that can be downloaded from the website www.vts-scheldt.net must be completed in full and sent by e-mail to gna-scc@vts-scheldt.net, with a copy to vtsa.loads@mow.vlaanderen.be.

The following criteria and regulations are attached to the Permit:

1. For each arrival, departure or shift a written Permit has to be made to the GNA at least 6 hours before arrival at the pilot station or 10 hours before departure from the berth.
2. The tidal windows are calculated with WESP for both arrival and departure via the route Vaargeul 1 or the Westrond route:
 - a. Possible restrictions on the route due to the vessel's air draught are taken into account.
 - b. The speeds are included in Attachment 1. If the speeds included in Attachment 1 cannot be guaranteed due to a large draught or for other reasons, this must be reported in the application for the Permit.
 - c. On the river route, a density of 1000 kg/m³ is used and on the sea route, a density of 1020 kg/m³, but only if these draughts have been stated by the vessel.
3. After mutual consultation between ACC and GNA and the agreement of the GNA, it is determined within which tidal window the arrival or departure must take place, and the ACC shall execute this.
4. Depending on hydro-meteo circumstances, circumstances regarding the vessel, the expected traffic volume and circumstances regarding the fairway, additional conditions may be set by the GNA in consultation with the VBS-NDH. For the meteorological predictions the weather report of the OMS is used.
5. No permit will be given if WESP indicates a tidal window at the start of the voyage of:
 - a. less than 60 minutes before arrival or departure;
 - b. less than 30 minutes for a shift.

Article 3 Arriving vessels

For each arrival in the Scheldt area a written Permit is required for vessels that meet at least one of the criteria in Article 1, first paragraph.

3.1 Requirements for all arriving vessels that meet the criteria for a Permit

1. For vessels mentioned in Article 1.1. with a length of 300 m or more and/or a width of 45 or more and/or a draught of 125 dm or more, the visibility at the start of the voyage must be at least 1000 m over the entire route.
2. Depending on hydro-meteo circumstances, circumstances regarding to the ship, the expected traffic intensity and circumstances regarding to the fairway, additional conditions can be set by the GNA or by the VBS-NDH after consultation with the GNA. Regarding to the meteorological forecasts, the OMS weather forecast is used as a basis.
3. The GNA may, after consultation with the VBS-NDH, issue additional requirements to protect the interests involved. These requirements must be followed immediately.
4. The GNA may, after consultation with the VBS-NDH for safety reasons and/or in function of the capacity of the fairway and/or on the basis of the information provided by the PAB, impose requirements regarding the number of simultaneously sailing marginal and/or oversized vessels per tide.
5. The arriving vessel shall, if possible start her voyage at the beginning of her tidal window.
6. The vessel will be given priority at Flushing Roads.
7. After consultation with the ACC pilot and/or the operating pilot and the GNA, the earliest and/or latest time of arrival at Flushing Roads will be determined by the GNA.
8. Two pilots are prescribed on the river route, at least one of which must be of the highest category for vessels:
 - a. With a length of 340 m or more and/or a width of 51 m or more.
 - b. To the locks with a length of 300 m or more and/or a width of 45 m or more.
9. The order of arrival at CP, according to the port schedule of the PAB, may be determined by the imposed RTA CP and shall be translated and endorsed by the GNA as early as possible and preferably prior to the pilotage in a sailing order, taking into account the total traffic picture within the GNB area.
10. The pilotage advice regarding the use of tugs must be strictly followed.
11. On the right bank, vessels with a width of 43 m or more are preferably locked through the Berendrechtsluis.
12. At tidal terminals subject to tidal flow, ships are berthed according to the tide. On request, for example for the terminal planning, this may be deviated from, but only if hydro-meteo circumstances and/or pilotage-technical reasons permit this.
13. Voyage planning for vessels destined for the Noordzee Terminal:
 - a. For the Noordzee Terminal berths S901 and S903 (with overlap on S905) vessels larger than 300 m may only moor during HW, until 1 hour after HW. It is not allowed to moor from 1 hour after HW until LW.
 - b. For the other berths, vessels can moor at all times according to their possible tide and/or current window.

3.2 Additional requirements for bulk carriers, tankers and similar manoeuvring characteristics in navigation during arrival

The following arrival schedule shall be observed:

1. Draught less than 135 cm: according to tidal window.
2. Draught of 135 dm or more up to and including 145 dm: according to tidal window, until arrival at CP at least 1 hour after HW.
3. Draught greater than 145 dm:
 - a. According to tidal window with destination right bank locks with arrival CP at HW +/- 15 minutes.
 - b. According to tidal window with destination Kieldrechtsluis with arrival Deurganckdok estuary from HW to 40 minutes after HW.
 - c. After 6 trips with vessels with a draught greater than 145 dm to the Kieldrechtsluis these trips will be evaluated.

3.3 Additional requirements for arriving container vessels with a length of 350 m or more and/or a breadth of 51 m or more

1. On the river route, due to the size of the vessel in relation to the dimensions of the fairway, encounters with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
 - Voyage Plan IMO2 Gastankers in accordance with the applicable Joint Notification.
 - Special and abnormal transports in accordance with the applicable Joint Notification.
 - Oversized vessels in accordance with the applicable Joint Notification.
2. The pilots of these ships shall be exchanged at Flushing Roads by the pilot service with a separate pilot boat for each ship and this as early as possible.
3. The location and method of changing pilots is determined by nautical elements such as wind direction, traffic density and passage time at Flushing Roads. At the request of the operating pilot, this may be changed. This must be reported in good time through the appropriate channels.
4. The 'Full SNMS' navigation system will be used on the river route.
5. A minimum distance of 3 miles between vessels larger than 300 m and vessels referred to in this article, sailing in the same direction, shall be maintained between buoy 35 and CP. Efforts should be made to definitively establish the order of advance of vessels larger than 300 m before Flushing Roads.
6. In any case, a pilot shall be on board on the river route who has received training on a simulator recognized by the GNA for this type of vessel.
7. All shipping from the Zandvliet-Berendrecht locks, Terneuzen and Hansweert shall be stopped upon passage of a vessel that falls under this article.
8. On passage to the docks the lock concerned of the Zandvliet-Berendrecht lock complex must be empty and available from CP.
9. For vessels that must exchange, the agent shall provide a fall-back position before the start of the voyage at the Noordzee Terminal - Europa Terminal - Deurganckdok that will be available at passage CP which will be communicated back to the GNA. If at passage CP it appears that exchange is not possible because the requested berth is not yet available at that moment, the fallback position must be immediately available.
10. At least 3 tugboats must be initially available and finally deployable on binding pilotage advice.
11. Permission to departure is not given for:
 - a. The locks when the wind force is more than 5 Bft.
 - b. The tidal terminals at a wind force exceeding 6 Bft.The wind force is based on the trend at the time of the ETA lock or berth, which, according to the weather forecast, already or for a minimum of 3 hours should not exceed this maximum wind force. The trend of the wind force must be decreasing during the pilotage trip.

Article 4 Departing vessels

For every departure in the Scheldt area, a written Permit is required for the vessels that meet at least one of the criteria of Article 1, paragraph 1.

4.1 Requirements for all departing vessels that meet the criteria for a Permit

1. For ships mentioned in Article 1.1. with a length of 300 m or more and/or a width of 45 m or more and/or a draught of 125 dm or more, visibility at the start of the voyage must be at least 1000 m over the entire route to be travelled.
2. Before the ship actually leaves its berth behind the lock, the draught is read by the dock pilot and reported to PAB. If the read draught differs from the draught stated on the Permit, this must be reported

to the GNA.

3. Depending on the hydrological conditions, circumstances regarding to the ship, expected traffic intensity and circumstances regarding to the waterway, additional conditions may be imposed by the GNA or by the VBS-NDH after consultation with the GNA. The OMS weather forecast is used as a basis for the meteorological forecast.
4. The GNA may, after consulting with the VBS-NDH, impose additional requirements to protect the interests involved. These requirements must be complied with immediately.
5. The GNA may, after consulting with the VBS-NDH, for safety reasons and/or in function of the capacity of the fairway and/or based on the information provided by the PAB, impose requirements regarding the number of simultaneously sailing marginal and/or oversized vessels per tide.
6. Two pilots are required on the river route, at least one of whom must be in the highest category for vessels:
 - a. With a length of 340 m or more and/or a width of 51 m or more.
 - b. To the locks with a length of 300 m or more and/or a width of 45 m or more.
7. The pilotage advice regarding the use of tugs must be strictly followed.
8. The departing vessel should, if possible, start the voyage at the beginning of her tidal window.
9. Systematic departure, in relation to the tidal window, in two tides is not permitted.
10. The use of the locks in Antwerp is coordinated in function of the departure.
11. At rising tide, container vessels can depart with a minimum keel clearance of 10 dm in the lock or alongside the berth.
12. For departures from the Zandvliet/Berendrecht locks and the Kieldrechtsluis, the maximum draught is 145 dm.
Container ships with a greater draught can be permitted provided that:
 - a. The draught of 152 dm is not exceeded.
 - b. For each individual authorisation, such a ship must indicate the current manoeuvring speed through the water on the river route and on the sea route.The GNA can allow derogations from the 145 dm draught for an individual authorisation, provided that the ship guarantees in writing to be able to comply with the required speeds (see Attachment 1) that make this possible.
13. The ship is preferably at the front of the lock, but at such a distance from the lock gates that the tugs have enough room to adequately assist the ship. As regards the right bank, ships with a beam of 43 m or more should preferably be taken through the Berendrechtsluis.
14. After consulting with the ACC-pilot and/or the service pilot, the latest possible time of arrival at Flushing Roads is determined by the GNA.
15. Voyage planning for vessels departing for the Noordzee Terminal:
 - a. For the Noordzee Terminal berths S901 and S903 (with overlap on S905) vessels larger than 300 m may only moor during HW, until 1 hour after HW. It is not allowed to moor from 1 hour after HW until LW.
 - b. For the other berths, vessels can moor at all times according to their possible tide and/or current window.
16. The vessel will be given priority at Flushing Roads.

4.2 Additional requirements for bulk carriers, tankers and similar manoeuvring characteristics in navigation during departure

A maximum draught of 140 dm is applicable.

On the river route a speed as indicated in Attachment 1 is taken into account.

The GNA may deviate from 140 dm for an individual admission, as long as the ship concerned has a time window of at least 60 minutes.

4.3 Additional requirements for departing container vessels with a length of 350 m or more and/or a breadth of 51 m or more

1. On the river route, due to the size of the vessel in relation to the dimensions of the fairway, encounters with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
 - Voyage Plan IMO2 Gastankers in accordance with the applicable Joint Notification.
 - Special and abnormal transports in accordance with the applicable Joint Notification.
 - Oversized vessels in accordance with the applicable Joint Notification.
2. At a wind force of more than 5 Bft at the locks and 7 Bft at the tide terminals, no permission to sail will be given. The trend in the wind forecast at the time that the ship should actually sail will be taken into account.
3. Maximum draught
 - a. Departing Zandvliet-complex: 145,0 dm
 - If due to a large draught or other causes sailing is slower than the speeds included in

- Attachment 1, this element will be taken into account in the implementation of the conditions.
- The GNA may grant permission for sailing with a deeper draught as long as the ship concerned has a time window of at least 60 minutes.
- b. Departing Deurganckdok and Noordzee Terminal: 152,0 dm
- If due to a large draught or other causes sailing is slower than the speeds included in Attachment 1, this element will be taken into account in the implementation of the conditions.
 - The GNA may grant permission for sailing with a deeper draught as long as the ship concerned has a time window of at least 60 minutes.
4. The ships which are not berthed head-out in the Deurganckdok can only be powered from high tide to HW.
 5. A minimum distance of 3 miles between vessels larger than 300 m and vessels referred to in this article, sailing in the same direction, shall be maintained between CP and buoy 35.
 6. The pilots of these ships shall be exchanged at Flushing Roads by the pilot service with a separate pilot boat for each ship and this as early as possible.
 7. The location and method of changing pilots is determined by nautical elements such as wind direction, traffic density and passage time at Flushing Roads. At the request of the operating pilot, this may be changed. This must be reported in good time through the appropriate channels.
 8. The 'Full SNMS' navigation system will be used on the river route.
 9. In any case, a pilot shall be on board on the river route who has received training on a simulator recognized by the GNA for this type of vessel.
 10. All shipping from the Zandvliet-Berendrecht locks, Terneuzen and Hansweert shall be stopped upon passage.
 11. At least 2 tugboats in function of weather, wind and currents, on binding pilotage advice.

Article 5 First arrival of a new ship class with a length of 350 m and more and/or a width of 51 m or more

At least 6 months before the first arrival to Antwerp of a new ship class, the shipping company concerned must submit a written request, accompanied by the ship file, to the GNA. The ship file must contain the following documents:

- Ship's principal particulars
- Ship's harbour speed table
- Result of Crash Stop Astern Test
- Result of Turning Circle Test
- Result of Zig Zag Test
- Result of Lowest Revolution Test Main engine
- Result of Bow Thruster Test
- General arrangement plan
- Mooring arrangement and anchor handling plan
- Table of Lateral wind load
- Pilot arrangements; height of the pilot door from the keel of the vessel

The written request, accompanied by the ship file, must be sent by mail or post to:

gna-scc@vts-scheldt.net

or

Gemeenschappelijke Nautische Autoriteit
Commandoweg 50
4381 BH Vlissingen, NL

On basis of the ship's file, the GNA will, in consultation with the two pilotage services and in coordination with the Permanent Committee, decide within six months whether, and under which conditions, permit will be granted for the arrival and departure of the relevant class of ship for which the written application has been submitted.

Attachment 1 Speeds

The calculation of the voyage plan and keel clearance is done by means of WESP. After consultations with the two pilot services and the PAB, the following agreements about the speeds over ground to be used in the calculations of the tidal windows with WESP have been established.

Container vessels					
Draught ≤ 145 dm	Sea speed	Arrival	15	Departure	16
	River speed		13		12
Draught > 145 dm	Sea speed	Arrival	14,5	Departure	15,5
	River speed		12,5		11,5
Bulk carriers/Tankers					
Draught ≤ 145 dm	Sea speed	Arrival	12	Departure	12
	River speed		12		10
Draught > 145 dm	Sea speed	Arrival	12	Departure	12
	River speed		12		10

The speeds are expressed in knots.

Source: GNA Bass 062-2022, GB 04-2022