

## 2024-01/025 WESTERN SCHELDT: BOUNDARIES OF PARALLEL ROUTES (FIETSPADEN) ALONG THE MAIN FAIRWAYS

### Article 1. General

- a. Parallel Fairways (fietspaden) along the main fairways are supplementary and primarily intended for inland and recreational navigation and belong to and are part of Art. 2 (main fairways) of the Joint Notification "Fairways - Main Fairways - Secondary Fairways in the control area of the Common Nautical Authority".
- b. The name of the buoys of the parallel fairways on the starboard side starts with the letter "F" (for 'Fietspaden'). It is followed by the number of the closest lateral marker of the main fairway that forms the boundary with the parallel fairway on the port side. The buoys of the parallel fairways are so-called 'special marking' in accordance with IALA recommendations.
- c. The designation of the main and secondary fairways is described in the Joint Notification "Fairways – Main Fairways – Secondary Fairways in the control zone of the Common Nautical Authority", dealing with this subject and does not influence the priority situation.
- d. Where feasible and safe, shipping in the parallel fairways should be aligned with shipping in the lateral marked main fairway.
- e. If good seamanship requires it, deviation from point d. is permitted to avoid unsafe situations.

### Article 2. Parallel fairways along the main fairways (fietspaden)

1. Along the main fairway, the following parallel fairways (fietspaden) are located at various places:
  - a. **Between Braakmanhaven and the Hoek van Ossenisse**
  - b. **Between the Hoek van Ossenisse and the Nauw van Bath:**
    1. Overloop van Hansweert
    2. Zuidergat
    3. Bocht van Walsoorden
    4. Konijnenschor to Marlemon
  - c. **Between the Nauw van Bath and the Pas van Rilland.**
2. The GNA may adopt amendments or additions to the parallel fairways referred to in paragraph 1. Such amendments or additions are announced through the regular Messages to the Scheldt Shipping (Bass).

### Explanation

Consultations with the Dutch pilotage service, the Flemish pilotage service, and representatives of inland navigation organisations revealed the need for absolute clarity regarding the boundaries of the parallel fairways (fietspaden) along the main fairways.

After the said consultations, it was decided to communicate these boundaries in a GB.

This is vital for the correct interpretation of the rules regarding the right of way rules expressed in Article 9 of the Shipping Regulations Western Scheldt 1990.

The hydrographic chart proved open to multiple interpretations on a number of complicated nautical points.

Nevertheless, waterway users are reminded once again that the principle of good seamanship as expressed in Article 3 of the Shipping Regulations Western Scheldt 1990, is and remains of great importance.

The Western Scheldt is a river navigated by a wide variety of waterway users.

The increased size of shipping has made it necessary to pay extra attention to the possibilities and impossibilities for the various types of waterway users.

Where possible, alternative routes are offered to inland waterway shipping and smaller shipping.

This includes not only the safe development of secondary fairways but also the development of parallel fairways (fietspaden) to the main fairways.

Although the names might suggest otherwise, the main or secondary fairways status does not affect the right of way situation.

Parallel fairways (fietspaden) are supplementary routes, marked with special significance markings in accordance with IALA-A recommendations, which are adjacent to and parallel to the lateral marked main fairway and belong to Art. 2 of the GB "Fairways – Main Fairways – Secondary Fairways in the control zone of the GNA". Therefore, Article 6(2) of the Shipping Regulations Western Scheldt 1990 applies in full.

The main fairway as designated in Art. 2 of the GB "Fairways – Main Fairways – Secondary Fairways in the control zone of the GNA" form one continuous, contiguous fairway. From the Flushing Roads area onwards, there is therefore a continuous numbering of the buoyage without further name indication.

The fairway markings of the parallel fairways (fietspaden) are set out with a target depth of at least 2 m compared to LAT. However, dredging is not carried out in order to maintain the depth of these parallel fairways. Therefore, if

the depth is insufficient, the fairway markings will invariably be adjusted. These amendments are announced through the Messages to the Scheldt Shipping (Bass).

In view of Article 9, paragraph 1 of the Shipping Regulations Western Scheldt 1990, vessels navigating these parallel fairways will be required to navigate adjacent to shipping in the laterally marked main fairway that follows its starboard side.

Of course, exceptions to this are possible after making nautical agreements in the interest of safety in situations in which good seamanship (Article 3 of the Shipping Regulations Western Scheldt 1990) requires this.

This GB was issued separately from the GB "Fairways – Main Fairways – Secondary Fairways in the control zone of the GNA" , for two reasons.

On the one hand, to avoid confusion when interpreting the rules regarding the right of way and, on the other, because the Western Scheldt is a dynamic river in which the course of the fairways may change slightly over time.

Source: GNA Bass 013-2024, GB 01-2024