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# Notices to Mariners

AGENCY  
MARITIME and  
COASTAL SERVICES

No. 11  
26 MAY 2022  
NOTICES: 171 - 178  
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**This is a free translation of the official "Berichten aan Zeevarenden, nr. 11 jaargang 2022"**  
**In case of dispute the Dutch text is the only valid copy.**

General guidelines concerning the use of the Belgian NtM are described in the annual edition no. 01 of the Belgian Notices to Mariners.

Positions are given in the reference system World Geodetic System 84 (WGS84). Incorrect interpretation of the reference system can lead to errors in the position of several hundred of metres.

Depths (in metres): are reduced to Lowest Astronomical Tide (LAT) for tidal areas and to local dock datum for non-tidal areas.

Heights (in metres): drying heights are above LAT. Vertical clearance is above Mean High Water Spring (MHWS). Other heights are above Mean Sea Level (MSL). Heights for non-tidal areas are above local dock datum.

Directions, bearings, leading lines and light sectors (in degrees) are true reckoned from seawards.

AGENCY  
**MARITIME and**  
**COASTAL SERVICES**

The Coastal Division is  
ISO9001 and ISO14001 certified  
(version 2015).

## GENERAL NOTICES

### 2022-11/171 GENERAL NOTICES - NTM 1

On 01 June 2022, the Joint Notification 05-2022 comes into force.  
The Joint Notification 03-2018 will be cancelled at this moment.

NtM 2022-1/22 will be cancelled on 01 June 2022.

This note will be replaced by: see attachment.

Source: GNA Bass 062-2022, GB 05-2022

### 2022-11/172 GENERAL NOTICES - NTM 1

Ref: BaZ 2022-1/26

Change under 2.1.6:

- over the buoys: SS1/SS3/SS5 into over the buoy SS1 and the spar ARV5
- over the buoys: SS5/ARV3/ARV1/ARV-VH into over the buoys and spars: ARV5/ARV3/ARV1/ARV-VH

Change under 2.1.7:

- over the buoys: SS1/SS3/SS5 into over the buoy SS1 and the spar ARV5
- over the buoys: SS5/ARV3 into over the spar ARV5 to buoy ARV3

Source: GNA Bass 059-2022

### 2022-11/173 GENERAL NOTICES - NTM 1

On 01 June 2022, the Joint Notification 04-2022 comes into force.  
The Joint Notification 03-2017 will be cancelled at this moment.

NtM 2022-1/33 will be cancelled on 01 June 2022.

This note will be replaced by: see attachment.

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

**BELGIUM****2022-11/174 COASTAL ROUTE - OOSTENDE-ZEEBRUGGE - BUOY**

NtM 2022-09/158(T) is cancelled.

**Charts:** 101 (INT 1474), D11, 107/4

Source: MRCC MSI 350/22

**2022-11/175 PORT OF ZEEBRUGGE - VOORHAVEN - WIELINGENDOK - DREDGED AREAS**

**Charts:** 101 (INT 1474), D11, 107/ABCD

Insert accompanying block.

Pay attention to the scale when printing, see printer settings.

Source: Vlaamse Hydrografie

## 2022-11/176 PORT OF ANTWERPEN - NOTE

**Charts:** 104/03, 104/04, 104/05, 106 (INT 1478)

106 (INT 1478) Part A

Delete:

- (Port entry for inland navigation VHF 60) in position 51°22,06'N 004°18,80'E
- (Port entry for inland navigation VHF 20) in position 51°14,54'N 004°25,65'E

104/03

Delete:

- (Port entry for inland navigation VHF 20) in position 51°14,54'N 004°25,65'E
- Note RADIOMELDPUNT "SCHELDE NOORD": VHF 02 in position 51°15,71'N 004°26,87'E
- Note RADIO REPORTING POINT "SCHELDE NOORD": VHF 02 in position 51°15,31'N 004°26,87'E
- Note RADIOMELDPUNT "ROYERSSLUIS": VHF 22 in position 51°15,59'N 004°26,87'E
- Note RADIO REPORTING POINT "ROYERSSLUIS": VHF 22 in position 51°15,18'N 004°26,87'E
- Note RADIOMELDPUNT "DOKKEN": VHF 60 in position 51°15,46'N 004°26,87'E
- Note RADIO REPORTING POINT "DOKKEN": VHF 60 in position 51°15,06'N 004°26,87'E

Insert in magenta:

- In position 51°15,73'N 004°26,87'E  
MELDPUNT "DOKKEN" HAVEN ANTWERPEN: VHF 60  
Reismeldingen voor de binnenvaart.
- In position 51°15,63'N 004°26,87'E  
REPORTING POINT "DOCKS" PORT OF ANTWERP: VHF 60  
Voyage reporting for inland shipping.

104/04

Delete:

- Note RADIOMELDPUNT "SCHELDE NOORD": VHF 02 in position 51°15,47'N 004°12,73'E
- Note RADIO REPORTING POINT "SCHELDE NOORD": VHF 02 in position 51°15,09'N 004°12,73'E
- Note RADIOMELDPUNT "DOKKEN": VHF 60 in position 51°15,27'N 004°12,73'E
- Note RADIO REPORTING POINT "DOKKEN": VHF 60 in position 51°14,86'N 004°26,87'E

Insert in magenta:

- In position 51°15,01'N 004°12,82'E  
MELDPUNT "DOKKEN" HAVEN ANTWERPEN: VHF 60  
Reismeldingen voor de binnenvaart.
- In position 51°14,88'N 004°12,82'E  
REPORTING POINT "DOCKS" PORT OF ANTWERP: VHF 60  
Voyage reporting for inland shipping.

104/05

Delete:

- (Port entry for inland navigation VHF 60) in position 51°22,06'N 004°18,80'E
- Note RADIOMELDPUNT "SCHELDE NOORD": VHF 02 in position 51°19,22'N 004°12,19'E
- Note RADIO REPORTING POINT "SCHELDE NOORD": VHF 02 in position 51°18,90'N 004°12,19'E
- Note RADIOMELDPUNT "DOKKEN": VHF 60 in position 51°19,06'N 004°12,19'E
- Note RADIO REPORTING POINT "DOKKEN": VHF 60 in position 51°18,75'N 004°12,19'E

Insert in magenta:

- In position 51°18,93'N 004°12,06'E  
MELDPUNT "DOKKEN" HAVEN ANTWERPEN: VHF 60  
Reismeldingen voor de binnenvaart.
- In position 51°18,82'N 004°12,06'E  
REPORTING POINT "DOCKS" PORT OF ANTWERP: VHF 60  
Voyage reporting for inland shipping.

Source: Port of Antwerp-Bruges

## THE NETHERLANDS

### 2022-11/177(T) WESTERSCHELDE - BOCHT VAN WALSOORDEN - BUOY

**Charts:** 104/07

- Buoy F 48A from position 51°23,19'N 004°02,59'E to position 51°23,18'N 004°02,54'E

The magenta dashed line (INT1 N1.2) follows buoy F 48A.

Source: GNA Bass 071-2022

### 2022-11/178 WESTERSCHELDE - TERNEUZEN-HANSWEERT - EVERINGEN - TOPMARKS

**Charts:** 104/09

**Delete:**

- Topmark green cone at buoy E 19 in position 51°22,87'N 003°53,84'E
- Topmark red cylinder at buoy E 16 in position 51°23,06'N 003°53,47'E

Source: Rijkswaterstaat

**MARITIME SAFETY INFORMATION (MSI)**  
in force

**LB > 21/043 APPROACH BLANKENBERGE**

TEMPORARY EASTERN HARBOR LIGHT INSTALLED IN BLANKENBERGE THE LIGHT WAS INSTALLED ON A 2M HIGH POLE HAS A RANGE OF 3NM

**LB > 22/013 DE PANNE-OOSTENDE**

DANGEROUS OBSTACLE ON THE SEABED BUOY STONE AND CHAIN LOST IN POS 51-10.28 N 002-44.92 E

**MSI > 22/116 BE EEZ**

HYDROGRAPHICAL INSTRUMENTS ESTABLISHED IN POS 51-23,40 N 002-26,07 E NOT MARKED SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

**MSI > 22/122 BE EEZ**

HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-23,40 N 002-26,01 E NOT MARKED SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

**MSI > 22/208 SCHEUR**

MOW 0 MEASURING POLE, 51-23.67 N 003-02.75 E RACON: INACTIVE

**MSI > 22/209 WIELINGEN**

MOW 3 MEASURING POLE, 51-23.38 N 003-11.92 E RACON: INACTIVE

**MSI > 22/218 TSS-OFF NOORDHINDER**

LIGHTBUOY OHR2, 51-37.20 N 002-38.41 E LIGHT UNLIT

**MSI > 22/219 OOSTENDE-ZEEBRUGGE**

HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-21,611N 003-06,885 E NOT MARKED SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

**MSI > 22/252 TSS-WESTHINDER**

UNDERWATER OBSTACLE IN POS 51-25.086 N 002-35.246 E SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE ANCHORING AND FISHING ARE PROHIBITED

**MSI > 22/257 TSS-WESTHINDER**

WESTHINDER ANCHORAGE M/V GRANDE ANGOLA ANCHOR AND CHAIN LOST IN POS 51-24.10 N 002-37.00 E

**MSI > 22/278 BE EEZ**

FISHING VESSEL YE 44 LOST AN EXPLOSIVE IN POS 51-11.69 N 002-44.30 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY. EXPLOSIVE IS MARKED WITH A YELLOW BUOY

**MSI > 22/285 BE EEZ**

AN UNPROTECTED CABLE IS ON THE SEABED BETWEEN THE FOLLOWING POSITION 51-13.51N 002-53.95E 51-21.10N 002-45.58E PROHIBITED TO ANCHOR OR TO FISH IN THIS VICINITY GUARD VESSEL ANDREA IS LISTENING OUT ON VHF CH65 AND CH16

**MSI > 22/330 DE PANNE-OOSTENDE**

HARBOUR NIEUWPOORT FROM 13/05/22 PLEASURECRAFTS CAN PASS WITHIN 10 METERS WIDTH DURING WORKINGHOURS FROM 0500UTC UNTIL 1500UTC OUTSIDE WORKINGHOURS AND DURING WEEKENDS PLEASURECRAFTS CAN USE FULL WIDTH OF 35 METER

**MSI > 22/346 APPROACH OOSTENDE**

OOSTENDE LIGHTHOUSE RANGE OF LIGHT LIMITED TO 13 NAUTICAL MILES

**MSI > 22/347 OOSTENDE-ZEEBRUGGE**

FISHING GEAR LOST BY VESSEL O152 IN THE VICINITY OF POS 51°15,927 N 002°58,497 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

**MSI > 22/348 BE EEZ**

UNDERWATERPIPELINE ESTABLISHED BETWEEN BEACH AND 51°13,38N 002°51,66E MARKED WITH NORTH CARDINAL BUOY 'JDN' UNDERWATERPIPELINE ESTABLISHED BETWEEN BEACH AND POS 51°10,28N 002°44,92E MARKED WITH NORTH CARDINAL BUOY 'DC1' SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH ABOVE THIS PIPELINE



## **1/22 SHORE BASED PILOTAGE (LOODSEN OP AFSTAND (LOA)) IN THE EVENT OF STORM PILOTAGE**

### **Chapter 1 General requirements and alternatives during LOA conditions**

#### **Article 1. General**

1. At the time of communication prior to entering the VTS operating area, the commander/traffic participant of a ship requiring piloting is made aware of the alternative options for the suspended "normally operational pilotage platform".  
The following options may be presented to the ship provided it is eligible:
  - a. pilotage with a Swath vessel;
  - b. shore based pilotage;
  - c. wait offshore (moving or anchored).
2. The commander/traffic participant is asked a number of questions via marine VHF radio relating to manoeuvrability, equipment, communication and any particulars to enable the request to be assessed for piloting purposes.
3. Dutch or English is used for communication between the commander/traffic participant on board and the LOA pilot during LOA, in accordance with IMO Guidelines VTS (IMO Standard Marine Communication Phrases), where this is practical.
4. The commander/traffic participant of a ship not requiring piloting can use LOA on request if this ship is covered by the authorization policy and if the LOA pilot agrees.
5. LOA is provided until the pilot is on board and has taken over navigation advice.
6. Acceptance of LOA by the commander/traffic participant is regarded as satisfying the requirements of compulsory piloting.
7. Traffic information to the ship under LOA is given by the LOA pilot, traffic information to the other shipping is given by the traffic centre concerned.
8. The Common Nautical Authority (GNA) assesses whether ships meet the criteria laid down in these requirements and is responsible for the authorization policy of ships under LOA.

#### **Article 2. Obligations of the commander during LOA**

1. The commander/traffic participant immediately confirms and reiterates receipt of any advice as set out in Article 6 of the LOA Scheldt Regulations decree.
2. In accordance with Article 6 of the LOA Scheldt Regulations decree, the commander/traffic participant notifies the LOA pilot immediately of when and how he/she is deviating from advice provided by the LOA pilot.

#### **Article 3. Ships to which no exemption may be granted and which are therefore excluded from sailing under LOA**

1. Those ships that fail to meet the criteria set out in Article 7, paragraph 2, and for the Oostgat Article 10, paragraph 2, of this Joint Notification.
2. Ships loaded with substances as described in attachment 1, paragraph 1, 2 and 3 of the Western Scheldt Shipping Regulations 1990 (SRW).
3. Gas tankers categorized as a Voyage Plan IMO 2 gas tanker as defined in the "Joint notification Transport of dangerous substances with gas tankers inside the GNB area, article 1, part f".
4. Ships categorized as such by the GNA.

#### **Article 4. Seagoing ships that are in principle excluded from sailing under LOA, but for which an exemption may be requested from the GNA**

1. Ships loaded with substances as referred to in attachment 1, paragraph 4 of the Western Scheldt Shipping Regulations 1990.
2. An exemption from the ships referred to in paragraph 1 may be granted if the criteria of the attachment to this Joint Notification are met.

#### **Article 5. Waterways excluded from shore based pilotage**

1. Upstream of Flushing Roads, incl. the canal from Ghent to Terneuzen, no LOA is provided. There is also no "pre-sailing - pre-piloting" from a piloted ship.
2. On the "Westrond" route (Schouwenbank Junction to the vicinity of buoys WP1/WP2), no LOA is provided.

**Article 6. LOA on the “Westrond” route (Vaargeul Westpit) from the vicinity of NE Akkaert**

1. The commanders of ships wishing to enter via Schouwenbank Junction / Westpit / NE Akkaert / Scheur / Wielingen and that satisfy the length/draught criteria as referred to in Article 7, paragraph 2 are asked the questions as referred to in Article 1, paragraph 2 by the Radar Pilot Steenbank upon entry into Schouwenbank Junction, after which the latter decides whether the ship will be accepted.
2. After acceptance by the Radar Pilot Steenbank, Traffic Centre Steenbank will refer the entering ship on to the vicinity of the buoy Akkaert-NE buoy via the Westpit ship channel, after which the Radar Pilot Zeebrugge provides LOA to the ship not before the buoys WP1/WP2.
3. If the entering ship is not accepted by the Radar Pilot Steenbank for technical piloting reasons, the ship will be guided by Traffic Centre Steenbank either to the Schouwenbank anchorage or to another location directly outside Schouwenbank Junction.
4. The GNA remains at all times responsible for the authorization policy.

**Chapter 2 The Scheur/Wielingen waterway, criteria and the traffic centres from which LOA is provided****Article 7. Inbound**

1. LOA is provided for eligible shipping on the following routes: buoy A-S/A-N – Flushing Roads and buoys WP 3/WP 4 – Flushing Roads.
2. The criteria for the LOA ship are:
  - Length overall not more than 180 m
  - Maximum draught not more than 80 dm
  - RoRo carriers, car carriers (PCC) and similar vessels larger than 175 m in length are categorically excluded from this and are not eligible for LOA.

**Article 8. Outbound**

1. If the roads service has been suspended, the pilot cannot be swapped. In that case, if the pilot on board is not authorized for the sea stretch, LOA may be provided under certain conditions on the stretch as specified in Article 7, paragraph 1 from buoy W 6/W 7.
2. The GNA determines the conditions for the situation described in paragraph 1 on a case-by-case basis.

**Article 9. Traffic Centres**

1. Coming from the sea to Flushing Roads LOA is provided from Zeebrugge Traffic Centre in the following VTS areas.

**Wandelaar**

Call Sign	Radar Pilot Wandelaar
Boundary	The area approximately enclosed by the buoys MiddelkerkeBk/A-S/A-N/ Position 51°28,75'N 002°56,00'E/VG6/S2/A1bis
VHF	65

**Zeebrugge**

Call Sign	Radar Pilot Zeebrugge
Boundary	Area enclosed by the buoys A1bis/S2/VG6/Position 51°28,75'N 002°56,00'E/WP 3/WP 4/W 4/W 5
VHF	69

2. LOA is provided from Vlissingen Traffic Centre in the VTS area:

**Vlissingen**

Call Sign	Radar Pilot Vlissingen
Boundary	Area enclosed by the buoys W 4/W 5/OG 17/Rede van Vlissingen or until pilot onboard.
VHF	14

### Chapter 3 The Steenbank waterway – Oostgat Approach, criteria and the traffic centres from which LOA is provided

#### Article 10. Inbound

1. LOA is provided for eligible shipping on the route Schouwenbank Junction – Westkapelle. The pilot vessel will be in the immediate vicinity of the ship to be piloted before the ship to be piloted passes buoy OG 9.
2. The criteria for the LOA ship are:
  - Length overall not more than 125 m
  - maximum draught not more than 64 dm
3. LOA is provided on the route Schouwenbank Junction as far as the position where the pilot vessel can safely deliver the pilot on board and he/she takes over with navigation advice.
4. "Pre-sailing - pre-piloting": if the pilot vessel cannot safely deliver the pilot on board the ship (that meets the LOA criteria of this Joint Notification), the ship may obtain piloting advice from a pilot on another ship, as far as the Flushing Roads. Advice may only be given from another ship if the ship to be piloted is in the immediate vicinity, good communication is possible and there is visual contact. This shall preferably be a pilot vessel.
5. Contrary to what is stated in Article 12, communication by the LOA pilot for ships operable via the SWATH pilotage procedure takes place on VHF 79 to relieve the load on the traffic channel. Steenbank Traffic Centre informs the ship when VHF 79 must be on stand-by.

#### Article 11. Outbound

No outbound LOA is provided for the Oostgat.

#### Article 12. Traffic Centre

On the route Schouwenbank – Westkapelle, LOA is provided in the VTS area from Vlissingen Traffic Centre:

##### Steenbank

Call Sign	Radar Pilot Steenbank
Boundary	Schouwenbank Junction - Northern approach Oostgat
VHF	64

#### Article 13. Piloting advice from another ship

Piloting advice from another ship is provided on the following VHF channels:

1. In the VTS area Steenbank	VHF 64
2. In the VTS area Vlissingen	VHF 14

### Chapter 4 Final Provision

#### Article 14. Special circumstances and exceptions

Depending on the circumstances, technical options, types of ship, sort of cargo and traffic situation, the GNA may impose additional requirements or make derogations from and/or exceptions to these requirements. These decisions are considered operational decisions in the sense of the decision-making procedures Decree of the GNA.

## Attachment to the Joint Notification no. 05-2022

### Ships that are eligible for shore based pilotage as referred to in article 4.

#### Seagoing ships excluded from sailing under LOA:

Seagoing ships as described in Article 4, paragraphs 1 and 2 of this notification, unless they meet the following conditions:

#### CONDITIONS:

1. **LOA-IMO ship list**

The ship must be on the list of LOA-IMO ships, which the GNA has determined are in principle eligible for 'Shore based pilotage', partly based on the local familiarity of the commander/traffic participant.

2. **An application must be submitted.**

Applications to join or remain on the LOA-IMO ship list shall be addressed in writing to:

The Common Nautical Authority (GNA) VTS-Scheldt Area

Commandoweg 50

4381 BH Vlissingen, NL

E-mail: [gna-scc@vts-scheldt.net](mailto:gna-scc@vts-scheldt.net)

The following information must be provided:

- name of agency
- name of ship with IMO number (Lloyds number)
- name of the commander(s)/traffic participant(s) with adequate local experience
- length overall
- Gross Tonnage (GT)
- Capacity of the largest tank in m<sup>3</sup>, the maximum loading capacity in m<sup>3</sup> and the number of tanks of the gas tanker which does not have to sail according to a voyage plan (not a voyage Plan IMO 2 gas tanker)
- Overview of the frequency of visits to the Western Scheldt in the previous 12 months with the name of the duty commander(s)/traffic participant(s) on board.

The GNA shall assess whether or not the ship is eligible for 'shore based pilotage'. The application mentioned under 2 is answered in writing by the GNA. The shipping companies (agencies) concerned must pass on any changes without delay.

The GNA may refuse to process applications submitted less than 24 hours prior to the ETA Steenbank or Wandelaar for the relevant call.

The GNA may ask for random evidence of supplied data such as the frequency of the calls with the commander/traffic participant concerned.

3. **There must be a positive assessment.**

The following criteria are used in the assessment:

- Gas tanker that is not required to sail according to a voyage plan (not a Voyage Plan IMO 2 Gas tanker).

- Length overall not more than for:

Scheur / Wielingen	140 m
Steenbank / Oostgat approach	110 m

- Maximum draught not more than for:

Scheur / Wielingen	60 dm
Steenbank / Oostgat approach	50 dm

- Number of voyages:

- a. In the previous 12 months, the commander/traffic participant has completed at least 4 voyages on the relevant LOA route for which the ship wishes to be eligible for LOA.
- b. The routes are:
  - Wandelaar – Flushing Roads
  - Steenbank – Flushing Roads

Important: one voyage in or out is counted as one.

4. **Administrative procedures**

The GNA is responsible for maintaining the current LOA-IMO ship lists and for making these available to the Flemish and Dutch piloting services.

## 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/m<sup>3</sup>, 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](http://www.vts-scheldt.net) must be completed in full and sent by e-mail to [gna-scc@vts-scheldt.net](mailto:gna-scc@vts-scheldt.net), with a copy to [vtsa.loads@mow.vlaanderen.be](mailto: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/m<sup>3</sup> is used and on the sea route, a density of 1020 kg/m<sup>3</sup>, 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](mailto: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.

<b>Container vessels</b>						
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
<b>Bulk carriers/Tankers</b>						
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

**Attachment to NtM 2022-11/175 for charts 101 (INT 1474), D11, 107/ABCD**

Image size 16,2 x 10,2 mm. [ 51°21,22'N 003°10,62'E ] 51°21,33'N 003°10,90'E

