

## **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.