



## Joint Notification Joint Nautical Management

### Upstream/downstream regulations to/from Antwerp

No. 08 - 2010

Upstream/downstream regulations for ships with a marginal draught or a length over 300 m to and from Antwerp and for ships to and from the Kallo lock.

The Dutch Westerscheldt Harbourmaster and the Flemish Administrator General of the Maritime Services and Coast Agency give notice :

That it is advisable for the sake of clarity to let the existing joint notifications regarding this subject expire and to replace them by a single joint notification.

That the third deepening of the Westerscheldt is completed at the end of 2010.

That an assessment was made in accordance with Article 4 of the joint notification 08-2009.

That it has been established that the nautical-technical representatives of the Joint Nautical Authority, the involved Dutch and Flemish Government Services, both Pilot Services, the Antwerp Port Authorities and other stakeholders in the nautical chain have been consulted and that they had a positive opinion on this subject.

That given Article 54 of the 'Nederlandse Scheepvaartreglement Westerschelde 1990' (Dutch Westerscheldt Shipping Regulations 1990), as well as Article 47 of the 'Belgische Scheepvaartreglement voor de Beneden-Zeeschelde' (Belgian Lower Maritime Scheldt Regulations) and Article 26, Paragraphe 1, Subsection 4, of the 'Belgische Politie en Scheepvaartreglement' (Belgian Police and Shipping Regulations) for the Belgian territorial sea, ports and beaches on the Belgian Coast, the following rules are adopted :

#### **I. Ships with a marginal draught**

##### **I.1. Ships sailing upstream to the right river bank locks, Scheldt Terminals and Deurganck lock with a draught of 120 dm to a draught with a minimal tidal window of 60 minutes**

The general rules and special rules 1 to 5 apply to such ships.

##### **I.2. Ships sailing downstream with a draught of 120 dm to a draught with a minimal tidal window of 60 minutes**

The general rules and special rules 6 to 11 apply to such ships.

#### **II. Ships with marginal length and/or width dimensions**

##### **II.1 Ships sailing upstream and downstream with a length of 300 meters to 340 meters**

The general rules and special rules 1 to 13 apply to such ships.

##### **II.2 Container ships with a length of 340 meters to 360 meters and/or a width of 51 meters, and following container ships longer than 360 meters and/or with a width over 51 meters with which trial runs were carried out :**

The general rules and special rules 1 to 16 apply to such ships.

For the ships with which trial runs were carried out, particularly :

1. ships with an overall length of 366,07 meters and a width of 51,20 meters;

2. ships with an overall length of 363.57 meters and a width of 45.60 meters,

the general rules and special rules 1 to 16 apply as well as the **additional conditions C.1 & C.2**

• **III. Ships to or from the Kallo lock with a draught of 100 dm or more**

The general rules and special rule 17 apply to such ships.

#### IV. Rules

##### A) General rules applying to all marginal ships (I, II and III)

- a. The ships must be equipped with two properly working ship radars and at least two properly and independently working ship radio installations within immediate reach.
- b. With a visibility of less than 1000 meters at sea and/or 2000 meters on the river, the GNA decides, after consulting the pilot on board and the ACC/VBS pilot, whether the voyage can begin or should be postponed.
- c. For each ship sailing upstream or downstream, a written authorization has to be obtained from the GNA at least 6 hours before arrival at the pilot station 'Wandelaar' or 'Steenbank' or 6 hours before the departure from the berth.
- d. After consultation with and an agreement of the GNA it will be decided during which tidal window this has to happen. This decision will then be implemented by the Antwerp Port Coordination Centre (ACC).
- e. Before the ship actually unmoors its Antwerp port berth, the dock pilot will report this to the Port Authorities adding the details of the ships draught. The *draught must be checked for correctness for the benefit of the GNA*. Upon departure from the Scheldt terminals, it must also be reported if the ship should swing around.
- f. The pilots recommendations on the use of tugs must be strictly complied with.
- g. The issuance of an upstream/downstream sailing authorization is based on a manoeuvring speed of 12 knots through the water. Additional requirements regarding the upstream/downstream navigation can be enforced if the ship does not meet this requirement.
- h. Depending on Hydro-meteorological circumstances, circumstances regarding the ship, the expected traffic intensity and circumstances regarding the route, the GNA can enforce additional limitations in consultation with the ACC/VBS pilot.
- i. Additional rules can be specified by or on behalf of the GNA in consultation with the ACC/VBS pilot to protect the interests involved. These rules must be immediately complied with.
- j. Scheduled downstream sailing in two tides is not allowed.
- k. The minimal tidal window is 60 minutes.

##### B) Special regulations

1. The maximum draught before the right bank locks is limited to 155,6 dm.
2. The order of upstream sailing ships is also set by the RTA imposed upon the CP and is established for the pilot services at the 'Wandelaar' or 'Steenbank'.
3. The ultimate time of arrival at the Flushing roadstead is set in consultation between the ACC pilot and/or the involved pilots (on board) and the GNA.
4. The roadstead services give priority to the ship.
5. The upstream sailing ship has to begin its voyage at the beginning of its tidal window. This means that the ship has left the pilot station at least 1 (one) hour before the end of its tidal window.
6. The ship is preferably manoeuvred to the front of the lock.
7. The ship has to be on course on the river before the imposed tidal window begins.
8. The maximum draught is 145 dm. Larger draughts are allowed for container ships over 340 meters provided that:
  - I. The ship has a tidal window of at least 60 minutes
  - II. The draught of 152 dm is not exceeded
  - III. Such a ship reports the present guaranteed manoeuvring speed through the water on the river and at sea for each separate authorization
9. Ships with a draught between 120 dm and 135 dm will receive an indicative tidal window from the GNA as soon as possible after they submitted their request.
10. The GNA will decide on the tidal window of a downstream sailing ship with a draught of 135 dm or more, between 12 hours and 6 hours before departure from the berth.

On demand of the ship however, the GNA will release the indicative tidal windows at an earlier moment.

11. The ship should preferably depart at the beginning of its tidal window.
12. A second river pilot is compulsory for ships sailing in and out of locks.
13. For bulk carriers, tankers and ships with comparable manoeuvrability and a length over 300 meters, a reduction of 0,25 dm per meter extra length of the authorized draught is applied to the maximum advised draught. On departure, the maximum draught for these types of ships is 140 dm.
14. Upstream or downstream sailing will not be authorized with a wind force exceeding 7 Bft. at the North Sea and Europe Terminal, at the locks or at the Deurganck dock.
15. Two pilots are required for the river route, one of which is at least of the highest category.
16. Instruction regarding shipping encounters:
  - At sea: there are no limitations for upstream and downstream ships as far as crossing/overtaking are concerned.
  - On the river: due to the size of the ship in relation to the dimensions of the channel in the 'Pas van Borssele' and in the 'Nauw van Bath', encounters between upstream/downstream navigation and following ships should be avoided:
    - ships under the regulations of the joint Notification 02-2009 (gas tankers);
    - Special transports,
    - Oversized ships
17. A maximum length of 275 meters and a maximum width of 37,65 meters applies to the Kallo lock.

### C) Additional requirements for ships sailing upstream/downstream with which trial runs were carried out

The upstream and downstream navigation of the above mentioned ships is subjected to the following additional requirements:

#### **C0.1. Summary of the additional requirements**

**Minimal visibility:** at sea, at least 1000 meters  
on the river, at least 2000 meters

**Maximal wind force :** 5 Bft. at the Berendrecht lock for both upstream and downstream navigation to and from the lock complex.

#### **Maximal draught:**

Upstream : 145 dm

Downstream : 145 dm

- a) if the Berendrecht lock is at target depth
- b) if the route beginning in the Berendrecht lock to the pilot cutter is at sufficient target depth
- c) if a larger draught causes slower navigation, this element will be incorporated in the requirements of Annex 1, §4 and §5
- d) the maximal draught of 145 dm for upstream and downstream navigation will particularly be integrated in the nautical-technical assessment as mentioned in VI of the Joint Notification with special attention to implications for other navigation

#### **The aim on the Flushing roadstead-Antwerp route is :**

- to keep a minimal distance of 3 miles between ships larger than 300 meters and the ship mentioned in this article (sailing in the same direction)
- to transfer pilots on these ships with a separate boat from the roadstead services and this as soon as possible in the roadstead area
- after consulting the sea and river pilots and the ACC/VBS pilot, the ultimate time of arrival at the Flushing roadstead is set by the GNA
- the Zandvliet Traffic Centre notifies the departure of the ship to the GNA three hours before it actually leaves its berth.

#### **C0.2. Comprehensive agreements with the services providers and parties in the chain operations (see Annex 1)**

## **V. SHIPS WITH DIFFERENT PROPERTIES AND/OR DIMENSIONS, OTHER THAN THOSE LISTED IN I, II AND III**

For such ships, the involved ship owner must submit, at the latest two months preceding the voyage upstream to Antwerp, a written request together with the ship's file to the Joint Nautical Authority. The ship's file must include 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
- Lateral wind force pressure table

The written request together with the ship's file, must be sent to the following address:

Gemeenschappelijke Nautische Autoriteit,

Commandoweg 50, 4381 BH te Vlissingen.

Tel: 0031-(0)118 424 760 or 0031-(0)118 424 758,

fax 0031-(0)118 467 700 or 0031-(0)118 418 142

Based upon the ships' file, the GNA will assess within 8 weeks, in consultation with both pilot services and in accordance with the permanent Commission, whether and under what terms an authorization can be granted for the upstream and downstream navigation of the involved type of ship for which a written request has been submitted.

## **VI. ASSESSMENT**

These publication's provisions will be assessed by the advisory nautical-technical committee one year after their implementation. A special assessment regarding the maximal draught based upon relevant/representative data will occur after a testing phase for ships with which trial runs were carried out.

## **VII. TIME OF EFFECT**

This notice shall take effect 2 days after publication in the Dutch and Belgian Official Gazette.

The Joint Notifications 08-2009 and 04-2010 hereby expire.

### **General remarks**

- GNA stands for 'Gemeenschappelijke Nautische Autoriteit' (Joint Nautical Authority)
- RTA stands for 'Requested Time of Arrival', CP for 'Coördinatiepunt Antwerpen' (Antwerp Coordination Point)
- Navigation in the Scheldt area by above mentioned ships is submitted to an Authorization of Downstream and Upstream Shipping issued by the GNA This requirement applies to the Kallo lock for draughts of 100 dm or more
- All draughts are related to the largest/maximal draught and are expressed in decimetres and apply in fresh water on the river route At sea, the density is taken into account in relation to the availability of sufficient data
- All ship lengths are expressed in meters and are related to the overall length
- By or on behalf of the GNA, conditions regarding the number of ships simultaneously sailing upstream or downstream per tide may be imposed for security reasons and/or in function of the capacity of a lock or fairway and/or of the berth availability.
- Both in upstream and downstream navigation, the tidal windows are calculated in relation to the measuring points on the river and sea route, via route Fairway 1, by means of WESP
- Container ships can sail out of the Zandvliet-Berendrecht complex at rising tide with a minimal keel clearance of 1 meter in the lock chamber. For this purpose, the Berendrecht and Zandvliet locks are subjected to a sounding at least four times a year. These soundings are made available for the SNMS by means of ENC charts. This way of sailing out is subjected to trial runs.
- With the exception of ships sailing to and from the Kallo lock, the deployment of a helmsman with knowledge of the local river conditions is recommended

Antwerp, 15 December 2010

The Westerscheldt Harbour Master  
Agency,

The Administrator General of the Maritime Services and Coast

Mr. R.J. van der Kluit

Capt. J. D'Havé

## Annex 1 Making comprehensive agreements with the services providers and parties in the chain operations

### **1. - Antwerp Port Authority (GHA):**

- The berth in the Antwerp port is available on arrival, if not, a waiting berth must be immediately available
  - The Berendrecht lock must be empty and available from Saeftinghe for ships sailing upstream to the right bank docks
  - Tugs GHA : tugs available and deployable on compulsory pilot's advice
  - A "fall back position/diversion possibility" is available at the North Sea Terminal – Europe Terminal – Deurganck lock when the Berendrecht lock is out of order
  - The fairway must have the same depth from the Berendrecht lock to the berth
- The Berendrecht and Zandvliet locks are subjected to a sounding at least four times a year. These soundings are made digitally available for the SNMS by means of ENC charts.

### **2. - Tug services on the river :**

- For the **upstream navigation** :
  - 4 tugs must initially be available and finally deployable on compulsory pilot's advice
- For the **downstream navigation** :
  - At least 2 tugs in function of the weather, wind and currents, on compulsory pilot's advice
  - The river pilots/ACC contact Brabo prior to the possible need for additional towing assistance

### **3.a - Pilot services:**

- A separate series is established for these types of ships, in function of the series count
- The sea pilot and the river pilots must be present in due time, respectively at the pilot's stations and at the Flushing roadstead
- In any case, both at the Dutch and at the Flemish side, a pilot who has trained on a simulator approved by the GNA for this type of ship will be on board on the river route
- A "FULL SNMS" navigation system is used on the river route
- The river route requires two pilots of the highest category for both upstream and downstream navigation of ships of the above mentioned class

### **3.b - Brabo pilot service :**

- The ship is piloted by a "dedicated pilot" who has trained on a simulator approved by the GNA for this type of ship. This pilot must be on board in due time.

### **4. - Establishing a comprehensive sailing schedule**

- The calculation of the sailing schedule and keel clearance is done by WESP, the data are saved
- Sailing schedule :
  - UPSTREAM NAVIGATION :

The ship is scheduled so that it is not due to arrive at the Berendrecht lock at low tide.
  - DOWNSTREAM NAVIGATION :

The conditions as mentioned in the general rules, special rules 1 to 16 and in the **additional conditions C.1 and C.2** apply to the downstream navigation.

### **5. - Highly advanced traffic assistance**

#### **5.1 - VBS-Team**

- On the 4<sup>th</sup> floor of the Zandvliet lock building a VBS team will be established consisting of a traffic controller and a VBS pilot who will contribute his nautical expertise.
- Operational performance of the VBS team :
  - For the upstream navigation of the involved container ships : from 1 hour before the scheduled hour of manning the pilot's station to inside the lock
  - For the **downstream** navigation of the involved container ships : one hour before the departure from the berth to the Flushing roadstead

#### **5.2 - Sailing schedule :**

- The initial sailing schedule is established well in advance by the GNA and ACC taking in account the traffic schedules.
- The initial sailing schedule is checked by the VBS pilot at the beginning of the VBS guard shift. In case of an > 15 minutes derogation the sailing schedule is updated by the VBS pilot and transferred as soon as possible to the GNA and to the Traffic Centres.
- The captain establishes a sailing schedule on board, under pilot's advice, in function of the initial sailing schedule.
- In case of an > 15 minutes derogation the sailing schedule is updated on board and reported as soon as possible to the GNA via the Traffic Centres.

### **5.3 - Sailing schedule Instructions Traffic Centres**

- The corresponding sailing schedule is circulated by the GNA to the involved Traffic Centres before entering the Scheldt area.
- Each Traffic Centre has the latest sailing schedule and transfers it to the shipping in its area in order to avoid unwanted encounters.
- The shipping out of the lock complex at Terneuzen and Hansweert is held back for a while until the above mentioned ships have passed.
- Locking out of the Antwerp locks is coordinated in function of the upstream/downstream navigation mentioned in this article.
- The Traffic Centres should act according to the issued joint instructions regarding the voyages of the ships mentioned in this article.