



# Joint Announcement

no. 04-2022

## Arrival and departure regulation and working arrangements for Antwerp

The Dutch Governmental Harbour Master for the Westerschelde, who is also the Chief Engineer-Director of the Directorate-General for Public Works and Water Management/Rijkswaterstaat Sea & Delta and the Flemish Administrator-General of the Maritime and Coastal Services Agency announce:

*that* the nautical-technical representatives of the Joint Nautical Authority, the relevant Dutch and Flemish government services, both pilotage services, the Antwerp Port Authority and other actors in the nautical chain were consulted and gave a positive opinion on this;

*that*, in view of Article 54 of the Dutch Westerschelde Shipping Regulations 1990, Article 47 of the Belgian Shipping Regulations for the Beneden-Zeeschelde and Article 34 of the Belgian Police and Shipping Regulations for the Belgian territorial sea, ports and beaches on the Belgian coast, the following regulations are hereby adopted:

### **Artikel 1    General remarks**

1. This Announcement 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 lock complex (Right Bank)
- Draught of 125 dm or more for the Kieldrecht lock (Left Bank)
- Draught of 100 dm or more for the Kallo Lock (Left Bank)
- Draught of 125 dm or more for the tidal terminals (Right Bank and Left Bank)
- Draught of 80 dm or more for berths upstream of Kallo Lock
- Air draught of 60 metres or more

All draughts refer to the maximum draught of the planned voyage at a density of 1000 kg/m<sup>3</sup>, fresh water, and are expressed in decimetres.

2. The Joint Nautical Authority is abbreviated to GNA (Gemeenschappelijke Nautische Autoriteit).
3. The Port of Antwerp-Bruges is abbreviated to PAB.



4. The Antwerp Coordination Centre, abbreviated to ACC, is the coordination centre of the Port of Antwerp-Bruges.
5. The head of the Nautical Service VBS is abbreviated to VBS-NDH (VBS-Nautisch Diensthoofd).
6. The Westerschelde Planner is abbreviated to WESP and is the tool of the GNA for calculating tidal windows.
7. The Permit for arrival, departure or changing anchorage, hereinafter referred to as Permit, is the document required by the GNA for navigation in the Scheldt Area. The data from the application is used to calculate a tidal window, determine a current window if necessary, and prepare a Permit. The Permit for Arrival is abbreviated as TTO, the Permit for Departure abbreviated as TTA, the Permit for Changing Anchorage is abbreviated as TTV.
8. The Scheldt Navigator Marginal Ships 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 containing (geo)information objects, with which the electronic waterway maps suitable for navigation are composed.
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 pilot stations of Steenbank and Wandelaar and Vlissingen Roadstead.
13. The river route is the shipping route on and between Vlissingen Roadstead and the upper end of Antwerp Roadstead.
14. The start of the voyage is understood to mean:
  - Pilot on bridge, ready on the fairway and directed towards the port for arrival;
  - The vessel upstream, ready on the river and directed towards sea for departure;
  - The vessel upstream, ready on the river and directed towards its destination in case of changing anchorage;
15. The Oceanographic Meteorological Station in Ostend is abbreviated to OMS.
16. The wind force is measured at the Zandvliet-Berendrecht lock complex.
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 widths are expressed in metres and refer to length overall and width 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.



## **Artikel 2 Permit for arrival, departure and changing anchorage**

For each arrival, departure and changing of anchorage in the Scheldt Area, a written Permit is required for vessels that meet at least one of the criteria set out in Article 1.

The Permit is issued by the GNA. For this purpose, the form to be downloaded from the website [www.vts-scheldt.net](http://www.vts-scheldt.net) should 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 [vtas.loods@mow.vlaanderen.be](mailto:vtas.loods@mow.vlaanderen.be).

The Permit is subject to the following criteria and regulations:

1. For each arrival, departure or changing of anchorage, a written Permit must be obtained from 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 Fairway 1 route or the Westrond route:
  - a. Possible restrictions due to the vessel's air draught on the shipping route are taken into account.
  - b. The calculated speeds are included in Appendix 1. If, due to a deep draught or other reasons, the speeds stated in Appendix 1 cannot be guaranteed, this must be stated in the Permit application.
  - c. A density of 1000 kg/m<sup>3</sup> is used for the river route and a density of 1020 kg/m<sup>3</sup> for the sea route, but only if these draughts have been specified by the vessel.
3. Following consultation between the ACC and the GNA and approval from the GNA, it is determined within which time window the arrival or departure should take place and this will be implemented by the ACC.
4. Depending on hydrological/meteorological conditions, vessel conditions, expected traffic volume and fairway conditions, additional conditions may be imposed by the GNA in consultation with the VBS-NDH. The weather forecast from the OMS is used for the meteorological predictions.
5. A Permit will be denied if WESP indicates a time window at the start of the voyage of:
  - a. less than 60 minutes before arrival or departure;
  - b. less than 30 minutes before changing anchorage.

## **Artikel 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 set out in the first paragraph of Article 1.

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



1. For vessels specified 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, the visibility at the start of the voyage must be at least 1000 m over the entire route.
2. Depending on hydrological/meteorological conditions, vessel conditions, expected traffic volume and fairway conditions, additional conditions may be imposed by the GNA or by the VBS-NDH after consultation with the GNA. The meteorological predictions are based on the weather forecast from the OMS.
3. The GNA may, after consultation with the VBS-NDH, issue additional regulations to protect relevant interests. These requirements must be followed immediately.
4. For safety reasons and/or in function of the capacity of the fairway and/or based on the information provided by the PAB, the GNA may, after consultation with the VBS-NDH, impose requirements regarding the number of simultaneously arriving marginal and/or oversized vessels per tide.
5. If possible, the arriving vessel shall start its voyage at the beginning of its tidal window.
6. The vessel will be given priority at Vlissingen Roadstead.
7. After consultation with the ACC pilot and/or the service pilot and the GNA, the GNA will determine the earliest and/or latest time of arrival at Vlissingen Roadstead.
8. On the river route, two pilots are required, at least one of which must be of the highest category if it concerns vessels:
  - a. With a length of 340 m or more and/or a width of 51 m or more.
  - b. With a length of 300 m or more and/or a width of 45 m or more heading to the locks.
9. The order of arrival at CP, according to the port schedule of Antwerp Port Authority, may also be determined by the imposed RTA CP and shall be translated and endorsed by the GNA as early as possible, preferably prior to pilotage and in the order of arrival, taking into account the overall traffic pattern within the GNB area.
10. Pilotage advice on the use of tugboats must be strictly followed.
11. On the right bank, vessels with a width of 43 metres and more are preferably locked through the Berendrecht lock.
12. At tidal terminals subject to tidal flow, vessels are berthed according to the tide. Upon request, this can be deviated from, e.g. to accommodate the terminal planning, but only if hydrological/meteorological conditions and/or piloting reasons allow for this.
13. Voyage planning for vessels destined for the North Sea Terminal:
  - a. For berths S901 and S903 (with overlap on S905) at the North Sea Terminal, vessels larger than 300 metres may only berth during high tide, until 1 hour after HW. It is not permitted to berth from 1 hour after HW until LW.



- b. Vessels are permitted to moor at the other berths at any time according to their possible tidal and/or current window.

### **3.2 Additional requirements for arriving bulk carriers, tankers and vessels with similar manoeuvrability**

The following arrival schedule shall be observed:

1. Draught of less than 135 dm:  
According to the tidal window.
2. Draught between 135 dm and 145 dm:  
According to the tidal window, up to an arrival at CP no later than 1 hour after HW.
3. Draught exceeding 145 dm:
  - a. According to the tidal window with destination the locks on the Right Bank with an arrival time at CP of HW +/- 15 minutes.
  - b. According to the tidal window with destination the Kieldrecht Lock arriving at the mouth of the Deurganck dock from HW to 40 minutes after HW.
  - c. After 6 voyages of vessels with a draught exceeding 145 dm to the Kieldrecht Lock, these voyages shall be evaluated.

### **3.3 Additional requirements for arriving container ships with a length of 350 metres or more and/or a width of 51 metres or more**

1. Due to the dimensions of the vessel in relation to the dimensions of the fairway, encounters on the river route with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
  - Voyage Plan IMO2 Gas Tankers in accordance with the applicable Joint Announcement.
  - Special and extraordinary transports in accordance with the applicable Joint Announcement.
  - Oversized vessels in accordance with the applicable Joint Announcement.
2. The pilots of these vessels are exchanged at Vlissingen Roadstead by the pilotage service with a separate roadstead boat for each vessel and this as early as possible in the roadstead area.
3. The location and method of changing pilots depends on nautical elements, such as wind direction, traffic density and passage time at Vlissingen Roadstead. This may be changed by the service pilot upon simple request. This must be reported in a timely manner using the appropriate channels.
4. The “Full SNMS” navigation system is 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 establish a final order of arrival for vessels larger than 300 m prior to arriving at Vlissingen Roadstead.
6. In any case, a pilot shall be on board on the river route who has received training on a simulator



recognised by the GNA for this type of vessel.

7. All shipping from the Zandvliet-Berendrecht lock complex, Terneuzen and Hansweert will be stopped upon passage of a vessel falling under this article.
8. When sailing to the docks, the relevant lock of the Zandvliet-Berendrecht lock complex must be empty and available from CP.
9. For vessels that require a pilot change, the agent will provide a “fall-back position/option” at the North Sea Terminal - Europa Terminal - Deurganck dock, which will be available upon passage of the CP which will be communicated to the GNA. If upon passage of the CP it becomes apparent that exchange is not possible because the requested berth is not yet available at that time, then the fall-back position must be immediately available.
10. A minimum of three tugboats must be initially available and fully deployable upon receiving a binding pilotage advice.
11. No permit for arrival will be issued for:
  - a. The locks at a wind force exceeding 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 ETA at the lock or berth, which, according to the weather forecast, should not exceed this maximum wind force for at least another 3 hours. The trend of the wind force should be decreasing during the pilotage trip.

#### **Artikel 4 Departing vessels**

For each departure in the Scheldt area, a written Permit is required for vessels that meet at least one of the criteria set out in the Article 1(1).

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

1. For vessels specified 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, the visibility at the start of the voyage must be at least 1000 m over the entire route.
2. Before a vessel actually departs from its berth behind the lock, the draught is read by the dock pilot and reported to the Antwerp Port Authority. If the draught readings differ from the draught indicated on the Permit, this must be reported to the GNA.
3. Depending on hydrological/meteorological conditions, vessel conditions, expected traffic volume and fairway conditions, additional conditions may be imposed by the GNA or by the VBS-NDH after consultation with the GNA. The meteorological predictions are based on the weather forecast from the OMS.



4. The GNA may, after consultation with the VBS-NDH, issue additional regulations to protect relevant interests. These requirements must be followed immediately.
5. For safety reasons and/or in function of the capacity of the fairway and/or based on the information provided by the PAB, the GNA may, after consultation with the VBS-NDH, impose requirements regarding the number of simultaneously departing marginal and/or oversized vessels per tide.
6. On the river route, two pilots are required, at least one of which must be of the highest category if it concerns vessels:
  - a. With a length of 340 m or more and/or a width of 51 m or more.
  - b. Departing from the locks with a length of 300 m or more and/or a width of 45 m.
7. Pilotage advice on the use of tugboats must be strictly followed.
8. If possible, the departing vessel shall start its voyage at the beginning of its tidal window.
9. Systematic departure, in relation to the tidal window, in two tides is not permitted.
10. Lowering the water levels in the locks of Antwerp takes place in function of the departure.
11. When the tide is rising, container ships can depart with a minimum keel clearance of 10 dm in the lock chamber or alongside the berth.
12. The maximum draught for departures from the Zandvliet-Berendrecht lock complex and the Kieldrecht Lock is 145 dm.  
Container ships with a deeper draught may be permitted provided that:
  - a. The draught does not exceed 152 dm.
  - b. Such a vessel provides a statement of the current manoeuvring speed through the water on the river route and on the sea route for each individual Permit.The GNA may deviate from the draught of 145 dm for an individual Permit, provided that the vessel guarantees in writing that it can comply with the speeds (see Appendix 1) required to make this possible.
13. The vessel should preferably be at the front of the lock, but at such a distance from the lock gates that the tugboats have sufficient room to assist the vessel adequately. On the right bank, vessels with a width of 43 metres and more are preferably locked through the Berendrecht lock.
14. After consultation with the ACC pilot and/or the service pilot, the GNA will determine the latest time of arrival at Vlissingen Roadstead.
15. Voyage planning for vessels departing from the North Sea Terminal:
  - a. For berths S901 and S903 (with overlap on S905) at the North Sea Terminal, vessels larger than 300 metres may only unberth during high tide, until 1 hour after HW. It is not permitted to unberth from 1 hour after HW until LW.
  - b. Vessels are permitted to depart from the other berths at any time according to their possible tidal window.
16. The vessel will be given priority at Vlissingen Roadstead.





#### **4.2 Additional requirements for departing bulk carriers, tankers and vessels with similar manoeuvrability**

The maximum draught is 140 dm.

The speed specified in Appendix 1 shall be maintained on the river route.

The GNA may deviate from the 140 dm requirement for an individual Permit as long as the vessel involved has a tidal window of at least 60 minutes.

#### **4.3 Additional requirements for departing container ships with a length of 350 metres or more and/or a width of 51 metres or more**

1. Due to the dimensions of the vessel in relation to the dimensions of the fairway, encounters on the river route with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
  - Voyage Plan IMO2 Gas Tankers in accordance with the applicable Joint Announcement.
  - Special and extraordinary transports in accordance with the applicable Joint Announcement.
  - Oversized vessels in accordance with the applicable Joint Announcement.
2. At a wind force of more than 5 Bft. at the locks and 7 Bft. at the tidal terminals, no Permit for Departure will be issued. The trend in the wind forecast at the actual departure time of the vessel is taken into account.
3. Maximum draught
  - a. Departing from the Zandvliet complex: 145.0 dm
    - If, due to a deep draught or other reasons, the sailing speeds are lower than those stated in Appendix 1, this element will be taken into account in the implementation of the requirements.
    - The GNA may issue a Permit for Departure to vessels with a deeper draught as long as the vessel involved has a tidal window of at least 60 minutes.
  - b. Departing from the Deurganck Dock and the North Sea Terminal: 152.0 dm
    - If, due to a deep draught or other reasons, the sailing speeds are lower than those stated in Appendix 1, this element will be taken into account in the implementation of the requirements.
    - The GNA may issue a Permit for Departure to vessels with a deeper draught as long as the vessel involved has a tidal window of at least 60 minutes.
4. Vessels that are not berthed “head-out” in the Deurganck Dock will only be able to get upstream 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 vessels are exchanged at Vlissingen Roadstead by the pilotage service with a separate roadstead boat for each vessel and this as early as possible in the roadstead area.
7. The location and method of changing pilots depends on nautical elements, such as wind direction, traffic density and passage time at Vlissingen Roadstead. This may be changed by the service pilot upon simple request. This must be reported in a timely manner using the appropriate channels.
8. The “Full SNMS” navigation system is 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 recognised by the GNA for this type of vessel.
10. All shipping from the Zandvliet-Berendrecht lock complex, Terneuzen and Hansweert will be stopped upon passage.
11. At least 2 tugboats, depending on weather, wind and current, upon receiving a binding pilotage advice.

**Artikel 5 First arrival of a new class of vessel with a length of 350 m or more and/or a width of 51 m or more**

No later than six months before the first arrival to Antwerp of a new class of vessel, the shipping company involved must submit a written application to the GNA, accompanied by the ship file. 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 application, accompanied by the ship file must be sent by e-mail or by post to:

[gna-scc@vts-scheldt.net](mailto:gna-scc@vts-scheldt.net), or

Joint Nautical Authority  
Commandoweg 50  
4381 BH Vlissingen  
The Netherlands



Based on the ship file, the GNA, in consultation with the two pilotage services and in coordination with the Permanent Committee, shall decide within six months whether and under what conditions a Permit will be granted for Arrival and Departure for the class of vessel for which the written application was submitted.

## **Artikel 6    Evaluation**

After its entry into force, the provisions of this announcement shall be reviewed on a regular basis.

## **Artikel 7    Entry into force**

This announcement will be published in the Dutch Government Gazette and the Belgian Official Gazette and will enter into force on 1 June 2022.

The Joint Announcement 03-2017 Admission and departure regulation to/from Antwerp will lapse upon these regulations coming into force.

Middelburg/Brussels,

The Governmental Harbour Master for the  
Westerschelde, who is also the Chief Engineer-  
Director  
of the Directorate-General for Public Works and  
Water Management/Rijkswaterstaat Sea & Delta,

**Ms W.  
Dekker**

Digitally signed by  
Ms W. Dekker  
DN: cn=Ms W. Dekker,  
c=NL, Rijkswaterstaat Sea &  
Delta, ou=Chief Engineer-  
Director (wnd),  
email=willy.dekker@rws.nl  
Date: 2022.05.02 16:25:09  
+02'00'

W. Dekker

The Administrator-General of the  
Maritime and Coastal Services Agency,

Signed by: Nathalie Balcaen (Signature Signed  
on: 2022-04-29 16:36:10 +02:0  
Reason: I approve this document

[SIGNATURE]

Ms Balcaen



## Appendix 1 Speeds used for calculation

The Voyage Plan and keel clearance are calculated using WESP.

After consultations with both pilotage services and the PAB, the following agreements on the ground speeds to be used in the time window calculations with WESP have been established.

Container ships						
Draught ≤145 dm	Speed at sea	Arrival	15		Departure	16
	Speed on the river		13			12
Draught >145 dm	Speed at sea	Arrival	14.5		Departure	15.5
	Speed on the river		12.5			11.5
Bulk carriers/Tankers						
Draught ≤145 dm	Speed at sea	Arrival	12		Departure	12
	Speed on the river		12			10
Draught >145 dm	Speed at sea	Arrival	12		Departure	12
	Speed on the river		12			10

All speeds are expressed in knots.