

Fairway	maximum length	maximum beam	maximum draught
Northern part of the Netherlands			
Westereems - Borkum	155m	25m	7m
Borkum - Eemshaven	95m	13m	7m
Delfzijl - Eemshaven/Borkum	95m	13m	6m
Approach Den Helder - Den Oever	75m		7m
Approach Den Helder - Kornwerderzand	75m		4m
Kornwerderzand - Harlingen	75m		2.5m
Harlingen - Vliereede	75m		6m
Rest Waddenzee	65m		2.5m
Amsterdam - IJmond			
All fairways compulsory to pilotage	75m		
Rotterdam - Rijnmond			
All fairways compulsory to pilotage	75m		
Scheveningen			
All fairways compulsory to pilotage	100m		
Scheldemonden			
All fairways compulsory to pilotage	80m		

2.5.3 Ad-hoc compulsory pilotage

Vessels with exemption to compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when special circumstances apply to the vessel, passengers and/or crew, cargo, traffic or fairway do occur.

2.5.4 Shore based pilotage (SBP)

2.5.4.1 General information

As a rule a pilot will board a vessel to perform his duties. In some cases, however this may not be possible, e.g.:

- Due to bad weather conditions;
- If the design of the vessel does not allow the pilot to embark offshore;
- Other extraordinary circumstances.

Unless the Harbour Master (Government) prohibits it, shore based pilotage will take place – in the above mentioned circumstances – by VHF but only on the sea-route (open water). In general a pilot will be able to embark the vessel once the vessel is inside. Mariners and Ship's Agents are advised to check Notices to Mariners and other publications on pilotage regularly to ensure that they have the latest possible information.

Masters of vessels compulsory to pilotage will be informed about alternative pilotage when 'normal' pilotage is suspended, as:

- Pilotage by helicopter;
- Pilotage from an alternative pilot platform (e.g. Swath vessel);
- Shore based pilotage;
- Waiting offshore (keep going, anchoring).

2.5.4.2

Masters obligations

- For the assessment of the request the master is asked by radio a number of questions regarding the manoeuvrability of his vessel, the equipment, means of communication and any details;
- During SBP all communication is held in the English or Netherlands language according to the IMO Standard Marine Communication Phrases;
- The master of a vessel which is not compulsory to pilotage can use the service of SBP on his own request when his vessel meets the admission policy;
- The master of a vessel must acknowledge all advice immediately, repeating all courses and speeds passed, and any other details on request;