

Chapter 6.8.2.5: Delete items I up to and including VIII and replace by

**6.8.2.5** *Arrival and departure regulations to/from Antwerpen*

**I Vessels with a marginal draught**

- Sailing upstreams with a draught >120dm [See III General rules for marginal vessels and IV Special rules for marginal vessels 1 - 6];
- Sailing downstreams with a draught >120dm [See III General rules for marginal vessels and IV Special rules for marginal vessels 5 - 11, 13];
- Vessels bound for/departing from Kallosluis with a draught >100dm [See III General rules for marginal vessels].

**II Vessels with a marginal length and/or beam**

- Vessels with a length between 300m – 340m and/or beam > 45m [See III General rules for marginal vessels and IV Special rules for marginal vessels 1 – 13, 17];
- Container vessels with a length between 340m – 360m [See III General rules for marginal vessels and IV Special rules for marginal vessels 1 – 17];
- Container vessels with a length >360m and/or beam > 51m [See III General rules for marginal vessels and IV Special rules for marginal vessels 1 – 15, 17 and V Additional requirements for container vessels with a length >360m and/or beam > 51m].

**III General rules for marginal vessels**

- a When the visibility is < 1000m at sea and/or < 2000m on the river it is decided after consultation with the pilot if the trip can be started or should be postponed;
- b For each trip a written request should be sent to the Nautical Authorities to obtain sailing permission. The request should be sent at least 6h before arrival at the pilot station Wandelaar or Steenbank or at least 6h before departure from Antwerpen;
- c The Nautical Authorities will determine which tidal window is applicable to the vessel;
- d Before departure from Antwerpen the Harbour Authorities has to be informed by the pilot about the vessel's sailing draught;
- e The advice of the pilot concerning the use of tugs should be followed;
- f The vessel should have a minimum manoeuvring speed of 12 knots through the water. If not additional requirements may be imposed to the sailing permission;
- g Additional restrictions may be made by the Nautical Authorities caused by hydrological/meteorological circumstances, the expected traffic density or the condition of the waterway;
- h Additional regulations may be made by the Nautical Authorities to protect interests involved. These regulations must be followed immediately;
- i Planned sailing in two tides is not allowed;
- j The minimum tidal window is 60 minutes.

**IV Special rules for marginal vessels**

- 1 The maximum draught for vessels sailing upstreams is limited to 155,6dm on the starboard bank;
- 2 The ranking of sailing upstreams depends on the Reported Time of Arrival at the pilot station Wandelaar or Steenbank;
- 3 The vessel is given priority by the Roads Service;
- 4 The vessel sailing upstreams must start her trip at the beginning of the given tidal window. This means that the vessel has left the pilot station at least 1h before the end of the tidal window;
- 5 In consultation between the pilot and Nautical Authorities the ultimate time of arrival at Vlissingen Roads is determined;
- 6 The vessel is preferably locked in front of the lock chamber;
- 7 The vessel must be ready to set course (come in blows) before the tidal window starts;
- 8 The maximum draught for vessels sailing downstreams is limited to 145dm. Container vessels with a length > 340m may sail downstreams with a draught > 145dm if: the vessel's draught will not exceed 152dm, the vessel has stated the actual and guaranteed manoeuvring speed for the route(s) to be covered on the river and at sea;
- 9 Vessels with a draught between 120dm and 135dm will receive a indicative tidal window as soon as possible after the request is made to the Nautical Authorities;
- 10 For vessels sailing downstreams with a draught > 135dm the Nautical Authorities will make a decision on the tidal window between 12h and 6h before the vessel's departure from Antwerpen;

- 11 The vessel must leave at the start of the tidal window preferably;
- 12 A second pilot is compulsory for vessels bound for or departing from the locks;
- 13 The maximum sailing draught on departure is limited to 140dm for bulk carriers, tankers or vessels with similar manoeuvring characteristics;
- 14 Two pilots are required to sail the river;
- 15 Instructions regarding meeting vessels:
  - On the sea route: no restrictions in overtaking and crossing;
  - On the river route: due to the vessel's dimensions in relation to the channel dimensions meetings with gas carriers, exceptional transports and oversized vessels should be avoided in the fairways Pas van Borssele and Nauw van Bath.
- 16 With wind force > 7 Bft. no sailing permission will be given to vessels bound for or departing from the Noordzee- and Europa terminals, locks or Deurganckdok;
- 17 Voyage planning for vessels bound for Noordzeeterminal:
  - Berth S903: For vessels with a length > 300m berthing/leaving is allowed between LW and HW + 1 hour Antwerpen (Prosperpolder);
  - Berths S911 and S907: Berthing/leaving is allowed at any time according to their tidal window.

**V Additional conditions for container vessels with a length > 360m or beam > 51m**

**Maximum wind force**

- Bound for / departing from Berendrechtshuis: 5Bft. at the lock;
- Bound for Deurganckdok, Noordzee- and Europa terminals: 6 Bft. at Deurganckdok;
- Departing from Deurganckdok, Noordzee- and Europa terminals: 7 Bft. at Deurganckdok.