



**Organization for Security and Co-operation in Europe
Secretariat**

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ENGLISH only

Conference Services

Please find attached the presentation by Ms. Eva Descamps, Agency for Maritime Services, Belgium delivered at the Plenary Session 3 – Transport Security and co-operation issues, First Preparatory Conference to the 16th OSCE Economic and Environmental Forum “Maritime and inland waterways co-operation in the OSCE area: Increasing Security and protecting the environment” held in Helsinki, 10 - 11 September 2007.

Vessel Traffic Services (VTS)



The Common Nautical Management between Flanders and the Netherlands on the river Scheldt

Eva Descamps
VTS
Flemish government

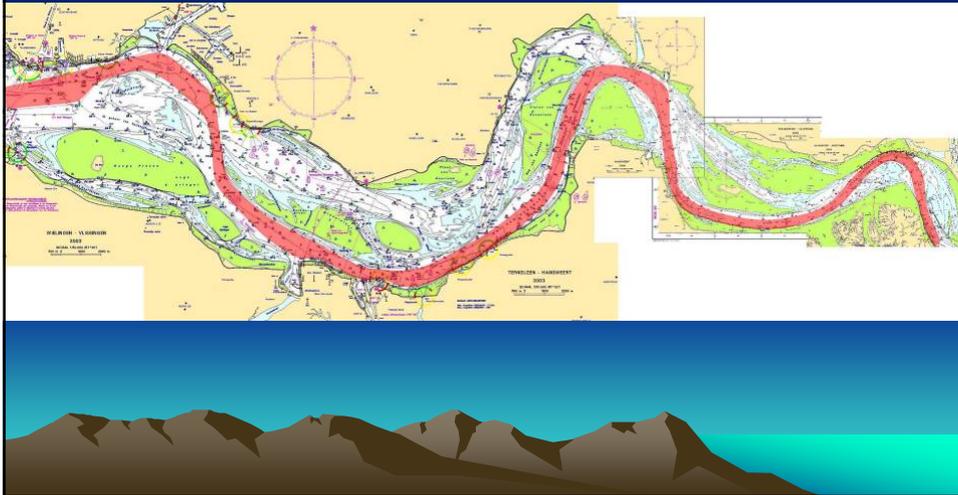


Agenda



- The river Scheldt
- Definition of VTS
- VTS by Scheldt Radar Chain
- Historical background
- Permanent Commission
- BNM Philosophy
- Cooperation
- River Scheldt Traffic Planner
- Flash animation Tidal Policy

The river Scheldt



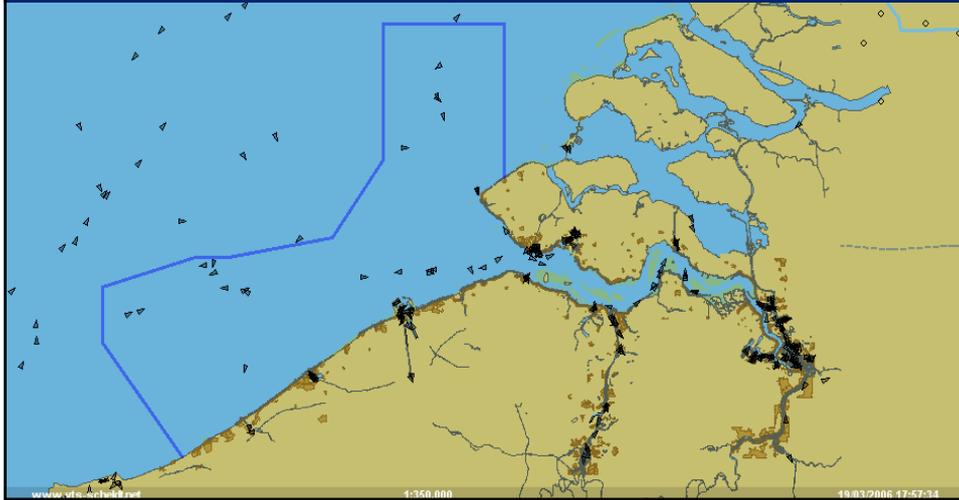
Definition of VTS



A service implemented by a Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment.

The service should have the capability to interact with the traffic and to respond to traffic situations developing in the VTS area.

VTS in the Scheldt area



VTS by Scheldt Radar Chain



- **Radar Treaty 1978: The Netherlands / Belgium**
 - One cross border system; 3 VTS centres in NL and 2 VTS centres in Flanders.
 - Full integration
 - Identical operational VTS procedures
- **Operational since March 1st, 1991**

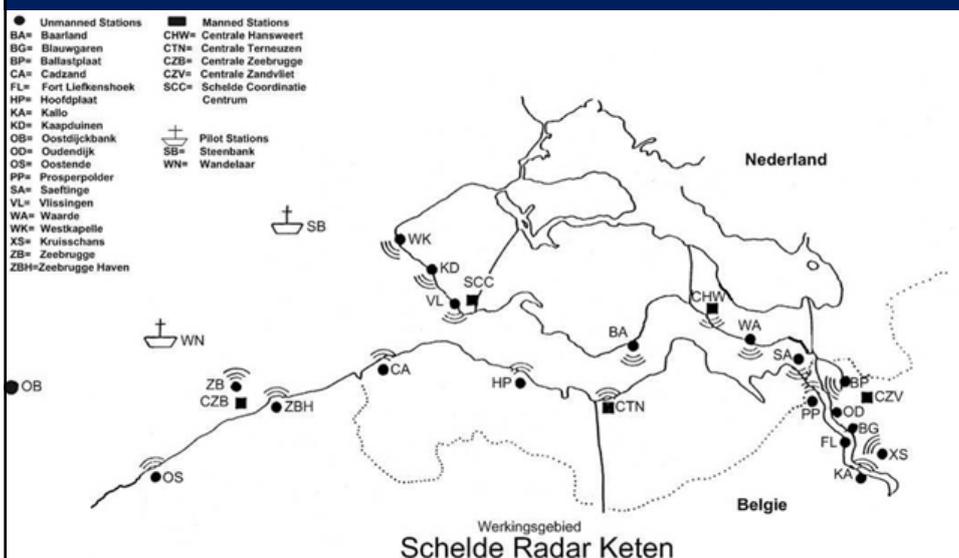
Scheldt Radar Chain



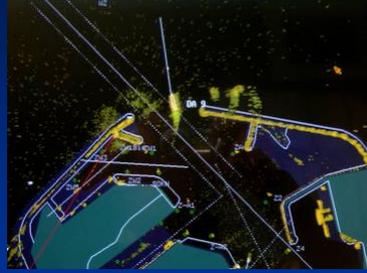
- 5 manned VTS centers (Zeebrugge, Vlissingen, Terneuzen, Hansweert and Zandvliet)
- 21 radar antenna
- Eye, ear and memory of vessel's traffic
- Subsystems:
 - Radar tracking (21 radar sensors)
 - Information system & databases
 - VHF coastal radio network
 - 3 RDF stations
 - Coastal AIS system



Scheldt Radar Chain



Scheldt Radar Chain



Scheldt Radar Chain



Historical background



1585: Spanish control in Antwerp
The Dutch Republic took control of Zeeuws-Vlaanderen, a strip of land on the left shore and closed the Scheldt for shipping.
The river Scheldt stayed closed until 1792



Historical background



- **1814: The Netherlands (B + NI)**
- **1830: the Belgian Revolution**
- **1830: the London Conference**
- **1839: the Separation Treaty**





Historical background

The PC was established in execution of Art. 9 § 2 of the Treaty dated **19 April 1839**.

This article lays down that **Pilotage** and **Buoyage** for Scheldt navigation are subject to common supervision.

2 may 2007: 625th session



Permanent Commission



General Administrator MS & C + General Director M&PW	General Director Transport + Hid Zeeland
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Flemish Secretary	Dutch Secretary
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Permanent Commission



the PC played an important part in establishing the Nautical Scheldt Treaties

Treaties



1957 the Lights Treaty

1978 the Scheldt Radar Treaty

1995 the new Scheldt Regulations

2005 4 new Scheldt treaties

- bilateral nautical management NL - FL
- dredging (deepening) of the river Scheldt
- long-term vision Scheldt 2010
- tariff of the pilots (disengaging R'dam/A'pen)



BNM Philosophy

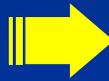
To act as equal partners in a bilateral nautical management on the river Scheldt area, to put equivalent Flemish and Dutch opinions about shipping management

Constructive discussions...



Former situation

Each country decided separately !



Present situation

Bilateral consideration about management, operational and consumer matters

Cooperation



- Scheldt coordination centre Flushing, the Netherlands
 - technical (bilateral)
 - nautical (bilateral)

Common Nautical Authority



Bilateral nautical policy admittance

1 Flemish and 1 Dutch nautical operator in Flushing deciding together



Common Nautical Authority



- Deep draught and tidal bound vessels
- Transport of hazardous goods
- Special and risky transports
- Spotting bottlenecks
- Advice in policy preparational measures
- Completion and communication during calamities

River Scheldt Traffic Planner



River Scheldt Traffic Planner



Evolution Container vessels sailing to Antwerp

Dimensions:

- length > 360 meter
- breadth 42 meter
- draught 145 dm

Several such ships at the same time

Tidal restrictions from 125 dm ingoing and 120 dm outgoing vessels
70 minutes tidal slot

River Scheldt Traffic Planner



Policy deployment

- Fine tuning between the fairway-, lock- and port management both for arrivals en departures
- Navigation plans from sea to quay & vice versa

Goal:

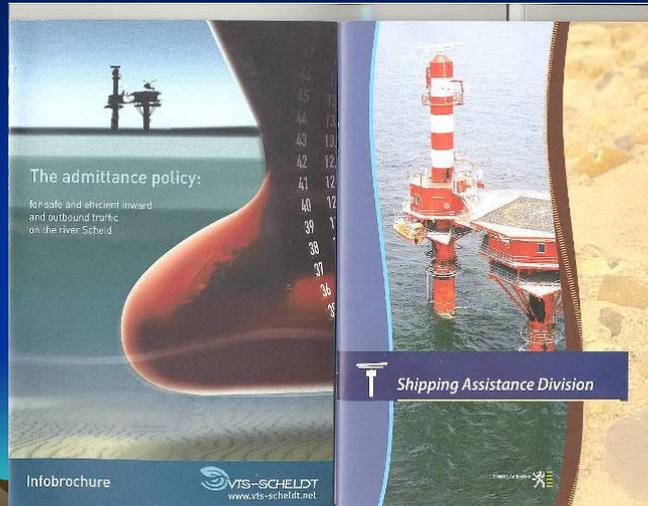
Advise the waterway user on the navigation plans taking into account:

- Actual and predicted meteo information
- Actual and predicted tidal information & water levels
- Measured depths and thresholds of fairway
- Ship journey information: planned route, ship details, actual draught,...
- Minimum keel clearance

Flash animation



Brochures



Q&A

