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

several countries involved

<table>
<thead>
<tr>
<th>Origin</th>
<th>France</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mouth</td>
<td>Netherlands</td>
</tr>
<tr>
<td>countries</td>
<td>France, Belgium, Netherlands</td>
</tr>
<tr>
<td>Length</td>
<td>350 km (217 mi)</td>
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<tr>
<td>Source elevation</td>
<td>95 m (312 ft)</td>
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Shipping Movements

Ocean-going vessels: 70,000/year
Barges: 70,000/year
Ferries: 25,000/year
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 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
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

<table>
<thead>
<tr>
<th>General Administrator MS &amp;C + General Director M&amp;PW</th>
<th>General Director Transport + Hid Zeeland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flemish Secretary</td>
<td>Dutch Secretary</td>
</tr>
</tbody>
</table>
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

Nautical chief
VTS Flanders

Nautical chief
VTS The Netherlands

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

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 and departures
- Navigation plans from sea to quay and vice versa

Goal:
Advise the waterway user on the navigation plans taking into account:
- Actual and predicted meteo information
- Actual and predicted tidal information and water levels
- Measured depths and thresholds of fairway
- Ship journey information: planned route, ship details, actual draught, etc.
- Minimum keel clearance

Flash animation
Brochures

Q&A