

NAME OF THE TERMINAL: RCT STEVEDORING

LOCODE: BEWLB_03132_205

OVERVIEW: Port facility consisting of two consecutive quays.

LOCATION: On the Zeekanaal Brussel – Schelde, an inland waterway, more specific a canal for sea-going vessels, south of Antwerp, Belgium.

Latitude: 51° 04' 31" N longitude: 004° 21' 44" E

CHARTS: BA Charts No. 120, 128 and 1874 and local chart.

BERTHING: Total quay length: 345 m.
1st quay: length: 120 m.
2nd quay: length: 235 m.

MAX DRAFT¹: 1st quay (120 m): **06,80 m**

This quay is designed for deep draft vessels, yet the approach is actually limited to 6,80 meter

2nd quay (345 m): **06,00 m**

OPERATOR: RCT STEVEDORING, Boomssesteenweg 180, 2830 Willebroek Tel: + 32 (0) 3 886 37 11, Fax.: + 32 (0) 3 886 82 35

USEFUL TELEPHONE NUMBERS AND VHF CHANNELS:

Zeesluis Wintam (lock)	Tel: + 32 (0) 3 860 6293 Fax: + 32 (0) 3 860 6306 SluisWintam@WenZ.be	Channel 10, 68
Centrale Zemst	VTS-Operatoren@WenZ.be	Channel 25
Harbour masters office	+ 32 (0) 3 860 6297	
RIS (River Information Services)	+ 32 (0) 9 253 94 71	

PILOTAGE & USE OF BOATMEN:

Pilotage and the engagement of licensed boatmen is compulsory on the Zeekanaal Brussel-Schelde. Exemptions are to be requested via the shipping agent.

Ordering of Pilot and boatman via <https://webapps.portofantwerp.com/secured/apicsloket/>

TUGS COMPULSARY IF:

Vessels with a LOA > 120 meter: 1 tug

Vessels with a beam > 17 meters and a bow thruster: 1 tug

Vessels with a beam > 17 meters, no bow thruster: 2 tugs

Vessels with a draft > 7 meters and no bow thruster: 2 tugs

Vessels with a draft > 7 meters and a bow thruster: 1 tug

Tugs are to be ordered via <https://webapps.portofantwerp.com/secured/apicsloket/>

¹ Max draft in Fresh water, without guarantee, to be checked with agents /operations

ISPS COMPLIANCE:

RCT Stevedoring is an ISPS port facility (BEWLB – 0003).
Zeesluis Wintam (lock) is an ISPS port facility (BEWTH – 0001).
Ship's ISPS arrival information is to be filled in via
<https://webapps.portofantwerp.com/secured/apicsloket/>

MAXIMUM SIZE:

- Zeesluis Wintam to Ruisbroek: max. LOA 180 m, max. beam 24 m, max. draft 8,80 m (depending on berth) and max air draft 48 m
- Ruisbroek to railway bridge Willebroek: max. LOA 140 m, max. beam is 24 m, max. draft 6,5 m (depending on berth) and max. air draft 48 m

WATER DENSITY: 1.01

GENERAL INFORMATION CONCERNING DOCUMENTS:

Custom clearance:

Customs clearance of vessel effected upon passage Antwerp roads or whilst the vessel is at anchor, awaiting the suitable tide at Oosterweel Rede (Antwerp Roads) to reach Wintam lock at high tide.

The following forms are required for port clearance:

- 2 crew lists
- 1 ship's stores
- 1 bonded stores list
- 1 crew declaration
- 1 tonnage certificate.

Manifest:

The transport document that serves as a tally-sheet, gives a detailed summary of all bills of lading issued by the carrier (or its agent) for a particular vessel. The manifest lists its consignor, consignee, number, origin, destination, value, and other such information, primarily for use by the customs authorities.

APPROACHES:

Flushing and Antwerp roads:

Deep draught vessels will, depending on the tide, have to anchor at Flushing Anchorage or Oosterweel awaiting the tide window for Wintam approach.
The ship has to proceed upstream on the incoming tide, arriving at Wintam lock at high water. Wintam lock is located just west of the intersection of the river Rupel and the River Schelde. The lock is the river entrance from the Zeekanaal Brussel-Schelde, to the river Schelde.

Wintam Lock:

Operational since 1997
Dimensions of the lock: length 250 m., width 25 m., depth 9,50 m.
Only standard or wooden fenders are allowed in the lock.

Zeekanaal Brussel-Schelde to berth:

Before arriving at the berth following bridges are to be passed:

1. Nijverheidsbrug (Puurs): no air draft limitation, maximum width: 50 m.
2. Boulevardbrug (Willebroek): no air draft limitation, maximum width: 54,00 m.

Ships up to 140 m can swing just SW of the berth, using the turning basin.

Berth:

The berth is a concrete wall quay. Ship's fenders are required.

CARGO GEAR:

No fixed cargo gear available. Loading and unloading via mobile crane or ship's own gear.

BULK CARGO FACILITIES:

Handled cargo is sand, ore and commodity.

Dry bulk – non food.

TERMINAL SAFETY:

The use of standard safety equipment is mandatory for all ship's crew members.

See also ship/shore check list and the ILO accident prevention on board ship and in port and the International Safety Code of Practice.

The C 134 Prevention of Accidents (Seafarers) Convention.

FRESH WATER:

To be arranged via shipping agent.

FUEL:

To be arranged via shipping agent. Delivery is possible by truck or barge.

WASTE DISPOSAL:

In accordance to the Directive 2000/59/EC on port reception facilities for shipgenerated waste and cargo residues (see also objective Marpol 73/78, being the protection of the marine environment) and in accordance with the Flemish legislation, decree of 2nd of July 1981 concerning waste prevention and management, VLAREA, and the authorization given by OVAM to the Zeesluis Wintam to operate as an approved waste collector, vessels can deliver shipgenerated waste restricted to Marpol annex V (i.e. domestic waste).

Each seagoing vessel bound for a port facility on the Zeekanaal Brussel-Schelde, calling at the Zeesluis Wintam, must contribute to the cost for the collection and processing of ship-generated waste, irrespective the actual use of the port reception facility.

Vessels bound for the port of Brussel have the possibility to deliver shipgenerated waste and cargo residues in Brussel.

SLOPS DISPOSAL:

To be arranged via shipping agent

AUTHORITY:

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