

SHORE BASED PILOTAGE

Shore-based pilotage is rendered by qualified pilots:

- a) In VTS sector Pilot Maas (VHF CH 02) piloting ships to the pilot cutter;
- b) In VTS sector Pilot Maas (VHF CH 02), successively in VTS sector "Maasmond" (VHF CH 03) or vice versa, when pilots cannot embark or disembark at sea.

Shore-based pilotage is only provided when:

- required and accepted by the master of the vessel;
- allowed by the harbourmaster or his representative;
- the pilot rendering the shore-based pilotage considers it possible.

Masters of vessels employing shore-based pilotage comply with the shipping regulations but are obliged to accept a pilot as soon as embarkation is possible.

According to Port Authority regulations, no service will be rendered to:

1. Large vessels with a draft over 14.30 metres;
2. Vessels carrying dangerous cargoes in bulk of the IMO classification 2, 3 or 6 and vessels not gas-free of the above mentioned cargo;
3. Tankers with a length exceeding 125 metres;
4. Vessels with the obligation (by the harbourmaster) to have a pilot on board;
5. Vessels without adequate communications possibilities;
6. Vessels from which it may be expected that shore-based pilotage cannot or could not reasonably be performed safely.
7. Vessels departing to sea with a length exceeding 125 metres and/or draft exceeding 9 metres.

NOTE 1: Inbound vessels with a length exceeding 125 metres and/or a draft exceeding 9 metres acceptable for shore-based pilotage should be aware that the entry time depends on the prevailing hydrological and meteorological conditions.

NOTE 2: Each vessel can be (temporarily) excluded from shore-based pilotage (particularly ships over 175 metres and/or a draft exceeding 9 metres).