

## A NEW APPROACH FOR MANAGING THE WESTERN SCHELDT'S MORPHOLOGY AND ECOLOGY

Yves M.G. Plancke, Flanders Hydraulics Research, Belgium, Yves.Plancke@mow.vlaanderen.be  
Jean Jacques Peters, Port of Antwerp Expert Team, Belgium, jjpeters@rivers-morphology.org  
Stefaan J. Ides, Vrije Universiteit Brussel, Belgium, Stefaan.Ides@vub.ac.be

### ABSTRACT

One of the main objectives of the Long Term Vision of the Scheldt estuary is the preservation of the dynamic and complex flood and ebb channel system in the Western Scheldt. The past natural morphological evolutions combined with human interferences (poldering, dredging and other river works) may jeopardise this objective.

An expert team appointed by the Port of Antwerp proposed the idea of morphological dredging, aiming at steering the estuarine morphology. In a first phase, sediment from dredging works could be used to reshape eroded sandbars where needed, so that the flood and ebb flows would continue to maintain the multiple channels. The strategy would not only make the estuary ecologically and morphologically healthier, but it would also possibly reduce the quantity of material to be dredged on the crossings if the self-dredging capacity of the flow could be increased.

Since 2002, the new dumping strategy is being investigated as a pilot project on the Walsoorden sandbar. A research programme was conducted in 2002 and 2003, combining several tools: desk studies on the historical changes with maps, field measurements, physical scale model tests and numerical models. As a result of the research work executed at Flanders Hydraulics Research, the expert team concluded in 2003 that none of the results contradicted the feasibility of the new disposal strategy, although final judgement would only be possible after the execution of an in situ disposal test.

Dumping licenses in the Western Scheldt allow only limited amounts of material to be disposed in certain, well-defined areas. Luckily the proposed location for the disposal test was within one of these areas. During one month at the end of 2004, 500.000 m<sup>3</sup> of sand was disposed with a diffuser in relatively shallow water at the seaward end of the Walsoorden sandbar. The experiment was thoroughly monitored with frequent multi-beam bathymetric surveys, several LIDAR-flights, marked sediment tracing, in-situ sediment measurements and an ecological monitoring.

Six months after the conclusion of the disposal test, more than 90% of the material is still within the disposal area. The experiment is definitely a success seen from morphological viewpoint. None of the results from the ecological monitoring indicated that the in situ disposal test was responsible for a significant change in ongoing trends.

The strategy of morphological disposal can be included in the dredging operations with benefits for the economy (deepening/maintenance of the fairway) and the ecology (keeping the sediment in the estuary, without endangering the multiple channel system). Further research work will be necessary on how to implement this strategy in the dumping policy and to investigate the possible use of the strategy on other locations, also on how to work out the other proposals such as morphological dredging and modifying the hard bordering in view of achieving a new, holistic approach for the morphological management of the estuary.

**KEYWORDS:** morphological management, disposal strategy, Western Scheldt, eco-morphology

### 1. INTRODUCTION

The morphology of an estuary is continually changing, adjusting to the forcing processes which themselves are also changing. No estuary is therefore stable and habitats and the ecological functioning of the estuary will continually change from its present status even if man didn't intervene. This implies the need for a detailed conceptual understanding of the estuary system in question. Only such an understanding can lead to proper assessment of the effects of existing and future human activities, such as dredging and disposal, but also the construction of flow regulating structures and dikes. For any estuary there should be a holistic management plan, which takes into account the interests and effects of all uses and users of the estuary in an integrated way.

This paper focuses on the case of the Scheldt estuary, where morphological management is used to conciliate nature preservation and port accessibility. The Scheldt is the aorta to the port of Antwerp, while it is one of the few remaining European estuaries covering the entire gradient from fresh to salt water tidal areas.



## 2. OVERVIEW OF HISTORICAL EVOLUTIONS

### 2.1. Natural evolutions till 1000 A.D.

At the end of the Pleistocene, the last ice age, rivers in North-West Europe discharged in the Atlantic Ocean in the vicinity of the Doggersbank, far away from the present shores. With the warming up of the climate, the sea level rose very quickly over more than 100 meters from 20 Kyr BP to about 7 Kyr BP, then slower to become (comparatively) rather stable over past two millenaries. The past rising sea level reshaped strongly the coastal areas and estuaries at the end of the Holocene. Many of these morphological changes are still ongoing. With the invasion of the street of Kales, tidal currents started to erode its banks, creating cliffs and feeding a littoral sediment transport that was at the origin of an almost continuous series of sandy bars and islands in front of the actual Belgian, Dutch and German coast (Figure 1). An inner sea was formed, a kind of an extensive lagoon of which remains only the Wadden Sea. The sand barrier between lagoon and open sea was regularly breached during storms, scouring large channels deep into the inner sea. River sediments filled those parts of the lagoon receiving streams with large sand discharges, like the Rhine. In other parts receiving little and more silty sediment loads, like from the Scheldt river, tidal action penetrated progressively, developing further the sea branches. Import of marine sediments by the tidal currents formed large shoals in the lagoon. Sea branches not connected to a main river basin silted up (e.g. Zwin), while others like the Honte and the Eastern Scheldt expanded further as they were connected to a river basin. Later on, the southern sea branch, the Honte, became dominant over the Eastern Scheldt and had now become the estuary of the Scheldt River. In the Southern part of the inner sea, shoals aggregated and channels enlarged. Around 1000 A.D., Zeeland had become a patchwork of islands, surrounded by a network of tidal channels. At that time, the river Scheldt discharged in the lagoon near Bergen op Zoom and both the Honte (present Western Scheldt) and the Eastern Scheldt were conducting the Scheldt river water to the North Sea. Till the 11<sup>th</sup> century, morphological evolutions were significant but fully natural, with almost no human impact.



Figure 1: Situation during the Roman times

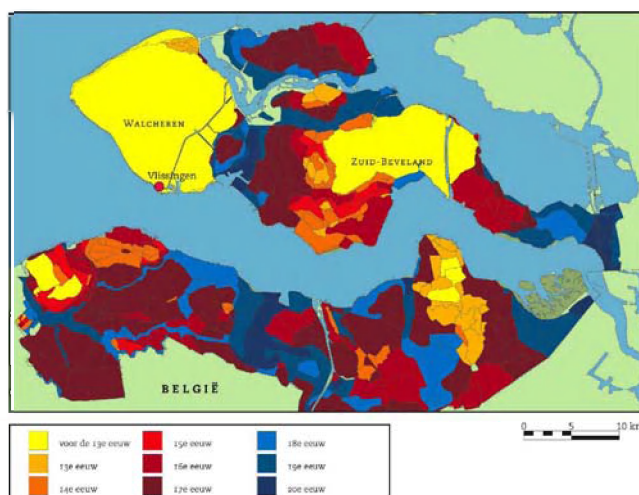


Figure 2: Land reclamation from the 11<sup>th</sup> till the 20<sup>th</sup> century

### 2.2. Human influence after 1000 A.D.

First signs of human impact on the estuary's environment become visible in the 11<sup>th</sup> century: locals reclaimed land that had silted up high enough and started to protect it against flooding (Figure 2). However, inundations due to levee breaching during storm events returned repeatedly portions of land to the river. From the 16<sup>th</sup> century on, the poldering techniques had become more sophisticated and larger areas were permanently poldered (e.g. for eastern Zeeuws-Vlaanderen 50% of the total poldering occurred during the 17<sup>th</sup> century).

Poldering was less intensive during the 19<sup>th</sup> and 20<sup>th</sup> century because a large percentage of salt marshes had been reclaimed already. However, hydraulic works and storms continued to reshape the area. In 1867 and 1871, the two remaining links (Kreekrak and Sloe) between the Honte (Western Scheldt) and the Eastern Scheldt were cut-off, modifying drastically the tidal channels network. A catastrophic storm with extensive inundation, in 1953, made the Netherlands decide about executing an extensive flood protection plan "Delta". From historical data can be concluded that these human impacts such as closure of secondary channels and poldering have strongly influenced the tidal regime of the Western Scheldt. Stronger tidal penetration enlarged the main navigation channel.

Sediment mining for providing building material started at the end of the 19<sup>th</sup> century. Since 1958, about 1 to 2 million cubic meters of sediment was mined per year, on average.

At the end of the 19<sup>th</sup> century, dredging activities (Figure 3) were required to improve the accessibility of the port of Antwerp. Until the 1920's, these activities were concentrated on the Belgian territory (2 Mm<sup>3</sup>/year). From 1920 till 1960 the quantities on Belgian and Dutch territory were comparable (2 + 2 Mm<sup>3</sup>/year). The first large deepening campaign happened in the early 1970's, the main part of dredging works on Dutch territory (3 + 10 Mm<sup>3</sup>/year). Nonetheless, the increased dredging in the Dutch part did not apparently result in significant changes of the trend in morphology or tidal action. During the late 1990's, a second dredging campaign for improving the navigation conditions was conducted. The impact of the deepening by 4 feet is monitored (MOVE programme), but no significant negative impact was noticed yet.

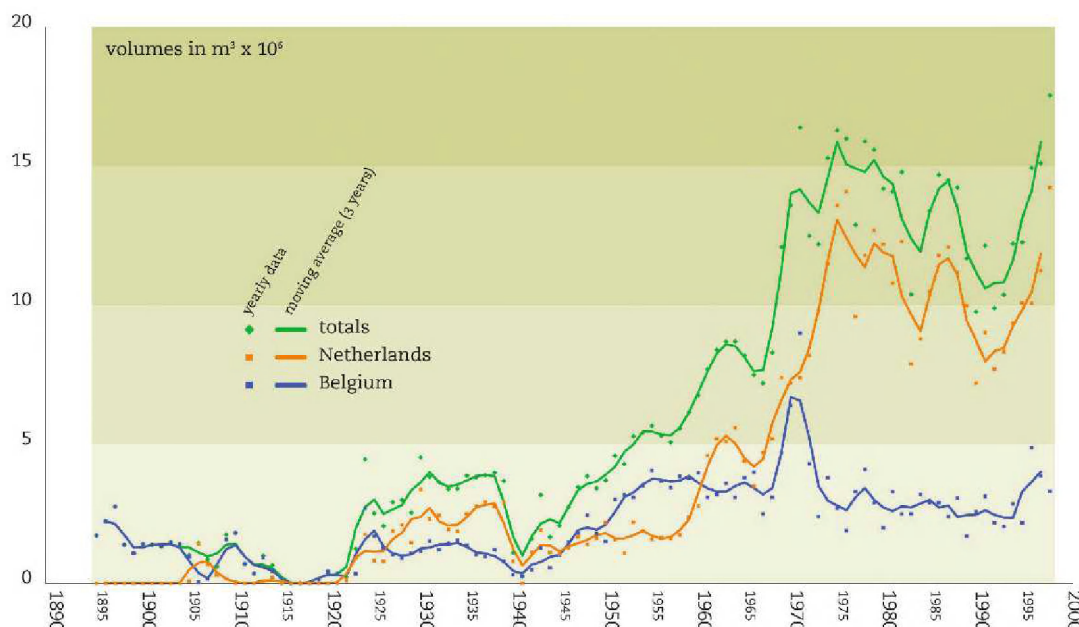


Figure 3: Dredging activities in the Scheldt estuary since 1895

### 3. MAINTAINING NAVIGATION CONDITIONS IN A MORPHOLOGICAL DYNAMIC ESTUARY

The morphological evolution of the estuary between 1800 and 2000 (Figure 4) is one of further shoal aggradation and enlargement of the main channels. The estuary has been described as a typical multiple flood and ebb channel network. The main and deeper ebb channels have usually sills at the seaward end where they join together with the flood channels. These ones are shallower and have a sill at the landward side, where they join the main ebb channel. There are also many minor channels, the "chute" channels, sometimes called "short-circuit" channels connecting the major ebb and flood channels. Historical maps reveal that the ebb or flood function of channels is not always obvious and sometimes even unclear. Ebb channels may turn into flood channels, and vice versa (see middle part of the estuary on Figure 4). The reducing mobility of the channels and shoals is for a large part due to the hard bordering of the estuary (levees, bank protections, groynes, jetties and harbours); sandbars are rising too high, channels deepen, shallow water areas diminish.

A Dutch-Belgian Technical Scheldt Commission was set up in 1948 to manage technical issues such as the works needed for ensuring the access to the Port of Antwerp. Till 1970, dredging was restricted to maintaining depths on crossings in the navigation channel, formed by the main ebb channels. Traditionally, the sediments were disposed in the flood channels with the idea that it would take a rather long time before coming back into the main ebb channel.

With the demand for increased navigation depth, a first deepening started in 1970 and the dredged sediments were still disposed in flood channels. The disposal sites were decided in common by the Dutch and the Belgium administrations on the basis of the assessment of the ongoing morphological changes. The procedures were adjusted due to the increasing concern about environmental aspects and with the regionalisation making the Flanders region responsible in Belgium for public works and infrastructure. In 1995, Flanders and the Netherlands reached an agreement to deepen further the Western Scheldt shipping route. Works were executed in 1997 and 1998. However, the amount of sediment disposed in the eastern part of the Western Scheldt was reduced when aggradation was observed in some flood channels, supposedly because too much sediment had been disposed there. This siltation could eventually jeopardise the existence of the multi-channel system in that reach. Therefore, from 1997 on, more material was moved to disposal sites in the western reach of the estuary.



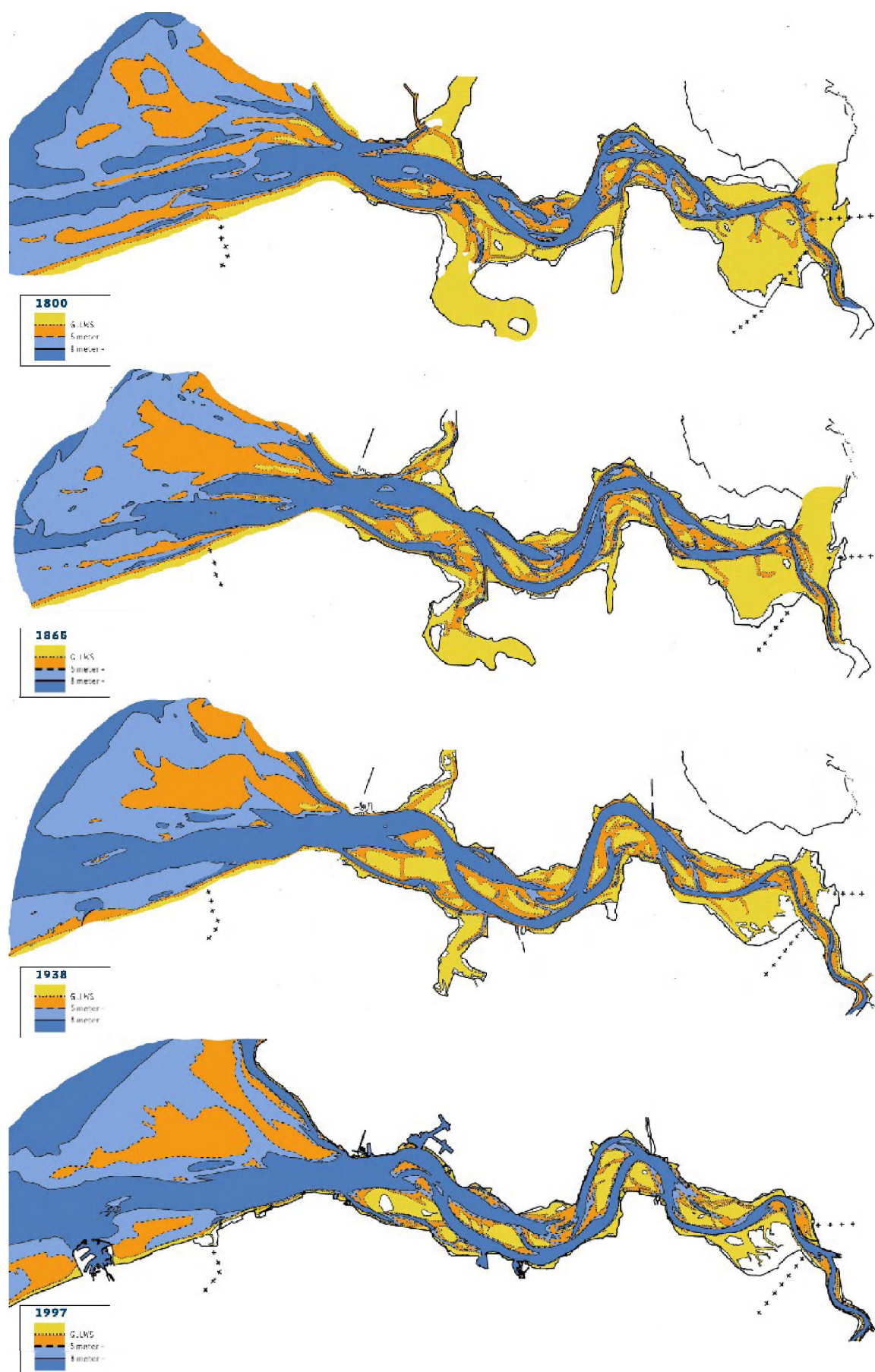


Figure 4: Morphological evolution of the Western Scheldt estuary 1800 – 2000

In 1999, the Dutch and Flemish governments decided to set up a Long-Term Vision (LTV) project with 3 objectives: to ensure maximum safety against flooding, optimal accessibility of the ports within the estuary and optimal nature development. These 3 subjects are all related to the morphology of the estuary. Directly concerned by these issues, the autonomous Port of Antwerp, independent from the Flemish administration, requested a group of experts (called Port of Antwerp Expert Team, or "PAET") to give an opinion about the prospects for a further deepening and widening of the navigation route, mainly needed for the larger container ships. One of the main questions considered in LTV was where to dispose the large volumes needed for such an enlargement? Dutch researchers had claimed that flood channels would disappear if too large quantities of sediment were to be disposed there. Their conclusions were based on some assumptions and calculations with modelling tools, of which one is based on the so-called "cell-theory" [Wang et al., 1995 – Winterwerp et al., 2001]. A "cell" is composed of an ebb channel and a flood channel and the enclosed inter-tidal flats. According to this theory, sediment circulates in "cells", with a net landward movement in the flood channels and a net seaward one in the ebb channels. The Port of Antwerp experts consider this schematisation as too simplistic. Based on their analysis of past morphological changes in general and of the (temporary?) decay of some flood channels, they stated that not (only) disposal of sediments was to be blamed, rather the always more stringent immobilisation of the main channels and shoals. To revert the reduction in dynamic morphological behaviour of the estuary, it was proposed to steer the development of channels and shoals. Recent studies show that the disposal of dredging materials has a much larger impact on the estuarine morphology than the deepening of the channels [ProSes, 2004]. The main attention should therefore go to new strategies for disposal, although the Port of Antwerp expert team believes that dredging may also be beneficial for morphology, e.g., rectifying the shape of sandbars.

In 2002, the Dutch and Flemish governments signed a memorandum of understanding to implement together the Long-Term Vision programme. They set up jointly an organisation called ProSes (Project Direction for the Development Scheme of the Western Scheldt Estuary) funded by both regions and which main task is to establish for 2004 the development scheme with the objectives to be reached in 2010. Part of the research referred to in this paper was conducted within the frame of ProSes, though many activities were financed directly by the Flemish government and the Port of Antwerp.

#### **4. MORPHOLOGICAL MANAGEMENT OF THE WESTERN SCHELDT**

##### **4.1. Morphological dredging**

During a meeting with the LTV's working group on morphology, in the year 2000, the Port of Antwerp experts suggested "morphological dredging" as an alternative to the present dredging strategies. It is based on the principles developed for the maintenance and the capital dredging in the navigation route in the Congo inner delta, for example by redistributing the sediment transport and using dredging and disposal to change the plan form of the river.

Disposal is a way to redistribute the sediment in the Western Scheldt, so as to feed, as an example, areas eroding too much, not only in the flood channels, also on some parts of shoals. The Port of Antwerp expert team worked out a proposal to restore the western tip of Walsoorden plate that erodes since several decades. Several millions of cubic meters of sediment could be stored at that place (Figure 5 – white hatching). The technique could be applied in other places along the estuary. One advantage of the proposal is that the additional volumes produced by the capital dredging required for a further improvement of the navigation route could be kept within the estuary instead of exporting it out of the estuary, into the sea. Nobody knows today what would result for the Western Scheldt from such an export in terms of tidal propagation and environmental impact. The estuary is said to have very little sediment exchange with the sea and the quantity of sediment supplied by the river is rather small, limited to very fine material, mainly silt and clay.

The second part of morphological dredging is to correct the shape of shoals when this impacts negatively on the overall flow and sediment patterns. This may be illustrated by the example of the sand spit at the seaward end of the ebb channel at Walsoorden (at the Southwest end). It is formed by the combined action of flood and ebb and, together with the protruding groyne and the levee on the left bank, it constricts too much the flow during the end of the ebb flow. It may be that this results in a less effective flow on the crossing of Hansweert, just west of the tip of the Walsoorden sandbar. In that case, modifying the shape of the sand spit by disposing dredged sediments might improve the self-dredging capacity of the crossing, reducing finally the dredging effort.

##### **4.2. Technology for morphological dredging**

The dredging companies contacted for advice about the disposal of material in controlled way close to the riverbed have developed a system by which the sediment is disposed quietly with a diffuser in shallow water (Figure 6). This technique has already successfully been applied in coastal areas [Goossens & Bosschem, 2002].

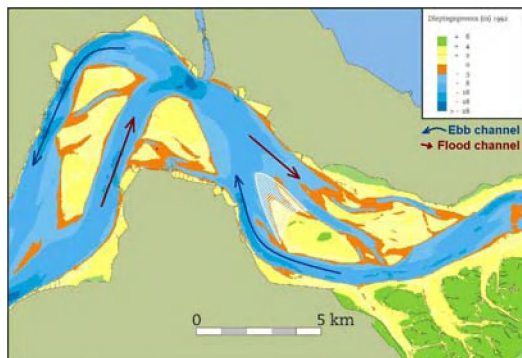


Figure 5: Walsoorden area

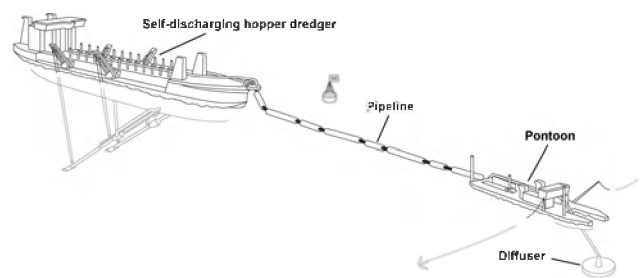


Figure 6: Schematisation of disposal technique

#### 4.3. Potential benefits for the environment

A careful choice of disposal sites, based on good field data and possibly completed with modelling, may produce a selective spatial dispersion of the sediments along the sandbar. Some particle fractions will preferentially move in the deeper areas, other moving towards the shallower ones, possibly up to the top of the bar. During the process, the change in morphology by aggrading up some parts of the bar will change the flow patterns and modify consequently the local sediment transport capacities. This will obviously also change the sedimentation pattern, also of the finest particles moving in suspension in the water column. The segregation of sediment fractions of both disposed and natural sediments will result in the formation of different substrata, some more silty than other, creating a variety of ecotopes.

In a common meeting of the ProSes working groups on morphology and ecology, it was decided to involve biologists and ecologists in the Walsoorden test disposal, monitoring closely the physical, chemical and biological parameters. Surveys would take place before, during and after the test disposal. However, the rigid conditions for the disposal of dredged materials delayed the test for several months.

### 5. RESEARCH ON THE WALSOORDEN TEST CASE

#### 5.1. Tools and tests

The PAET has stated from the beginning of the Walsoorden project proposal [Peters & Parker, 2001] that field measurements and physical and numerical models needed to be combined, as each of these study tools has advantages and limitations. They must be seen as complementary tools for the assessment of the alternative dredging and disposal strategy. The research programme included a field measurement campaign (floats, sediment transport), physical, fixed bed scale model tests for both the flow and the bed sediment movement and hydrodynamic numerical model simulations. Flanders Hydraulics Research (Ministry of Environment and Infrastructure) executed this programme with the support of the Port of Antwerp and its expert team.

#### 5.2. Results from the feasibility study by Flanders Hydraulics Research

The field measurements revealed that the two secondary flood channels, located at each side of the Walsoorden sandbar tip, have a different hydrodynamic behaviour (Figure 7 – float tracks during flood). The northern sand spit clearly guides the flow during the well-developed flood and ebb flow. The southern sand spit does not guide very much the flow, neither during flood or ebb phases. Nevertheless, it remains in place since long and its existence is likely linked to secondary flow structure (due to hard bordering of the left bank) and to bed load paths. Interesting to note is the significant ebb flow effect along the northern border of the Walsoorden sandbar in the main flood channel.

The sediment measurements revealed that sediment transport takes place during the first ebb phase and during the flood phase (Figure 7). After the initial ebb phase, when the water level has dropped, the tip of the sandbar is located in the shadow of the Walsoorden sandbar and sediment transport is very low. During flood, both DB12 and ASTM data show that the transport rate is the lowest at the location closest to the plate. At the start of the flood, higher transport rates are observed furthest from the sandbar, but the difference with middle location is very small. In contrast, the highest rates during the maximum flood occur in the middle location.

As far as hydrodynamics is concerned, it can be said that the comparisons between the results observed in scale model and those computed on the one hand, and with the measurements on the other hand are rather encouraging. The results indicate to date that the overall flow patterns are quite well reproduced, though differences were found, mainly during slack low water and early flood period. This positive statement does not mean that the numerical simulation models are in any way "validated" or "calibrated" and that from now on they can be used and trusted for all purposes. More specifically, in our opinion they should not be used without precaution or limitation, as an operational tool to study the alternative disposal strategy at Walsoorden.



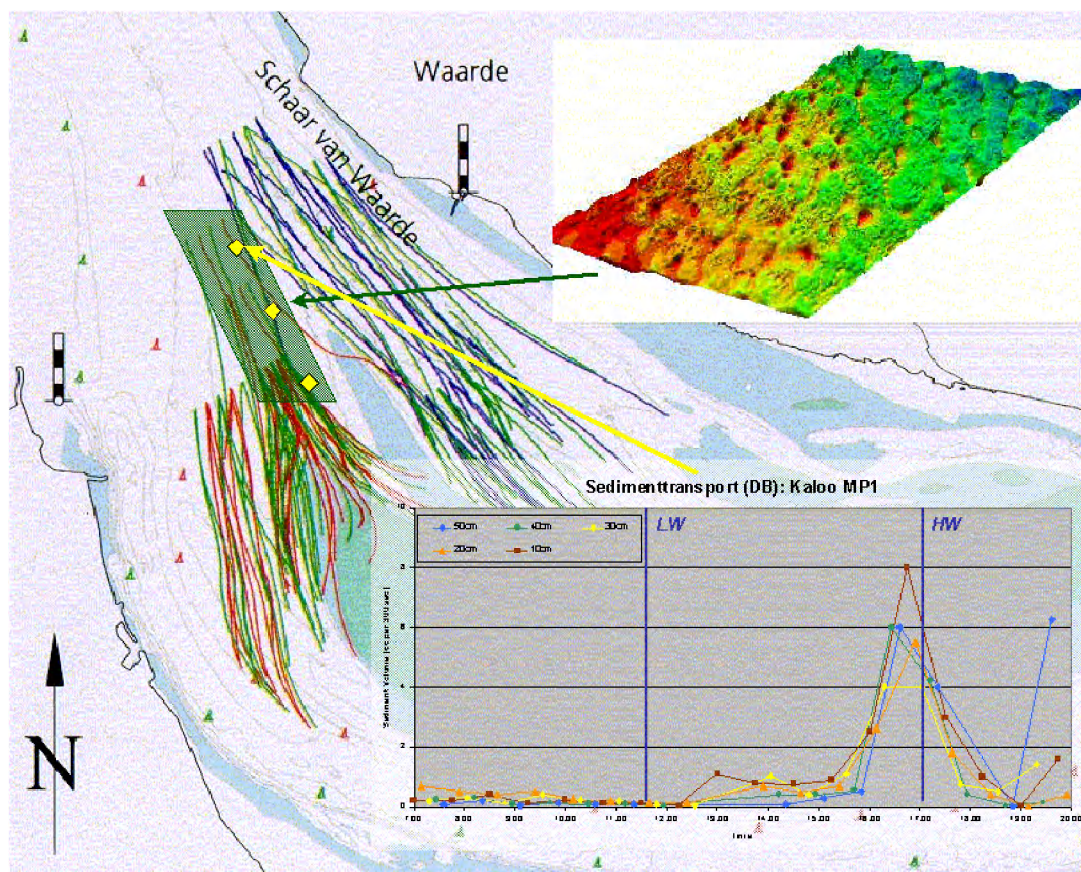


Figure 7: Field measurements (background: floats – right top: multi-beam – right bottom: sediment transport)

### 5.3. Conclusion about the feasibility study of the Walsoorden test site

Although a number of aspects of the study, that were indicated by the PAET as being essential for assessing the feasibility of the proposed disposal strategy, were not undertaken – specifically additional sediment transport measurements – the results derived from the studies concerning hydrodynamics and sediment transport [Flanders Hydraulics Research, 2003] indicate that the placement of material as proposed for the morphological dredging strategy can likely be used to influence the estuarial morphology [PAET, 2003]. Degraded areas and their associated biotopes could be regenerated. PAET insisted on having a small scale in situ disposal test to gain final evidence that the proposed strategy is feasible.

The analysis of the data has also shown that all investigative tools were needed to reach this conclusion and that morphological assessment of the Western Scheldt should not be based on modelling alone. One should realise that our knowledge about and understanding of the physical processes governing morphological changes is still not sufficient to set up trustworthy models. Combining different tools is the only way to reduce the uncertainties.

Where most of the research occurred within the scope of ProSes, a second opinion team was asked to give their comments on the methodology used for and the results gathered from the research. They confirmed that the idea to use dredged material to restore sandbars is very valuable and that an in situ disposal test is necessary to remove the remaining uncertainties about the proposed strategy.

## 6. THE WALSOORDEN IN SITU DISPOSAL TEST

### 6.1. Execution of the disposal test

The execution of an in situ disposal test had to bring final proof of the feasibility of the alternative disposal strategy. The idea of the in situ test was to dispose quietly and precisely 500.000 m<sup>3</sup> of sand with a diffuser on the bottom. The dredging vessel (self-discharging hopper dredger) was connected to a floating pipeline through which the sand is transported to a pontoon “Bayard II” (Figure 6). On this pontoon the sand is pumped to a diffuser (Figure 8) that disposes the sediment in a precise way on to the bottom. The use of the diffuser required an adjustment of the disposal license. The amount of 500.000 m<sup>3</sup> was chosen because it is on one hand large enough to affect significantly the bottom morphology, however on the other hand small enough to be reversible if something would go wrong. The choice of the disposal location was based on the results of the feasibility study. The float measurements, the results of the numerical simulations and the physical scale model tests with moveable material

on fixed bed indicated that an area between the northern sand spit and the tip of the plate was most suitable for an in situ disposal test (Figure 9). From November 17<sup>th</sup> to December 20<sup>th</sup> 2004 500.000 m<sup>3</sup> of sand was almost continuously disposed in the proposed area.



Figure 8: detail of the diffuser

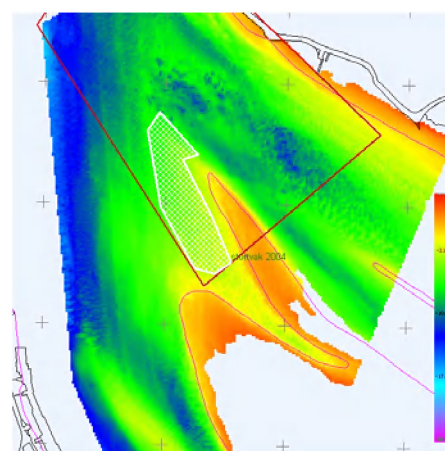


Figure 9: licensed disposal area (red) and disposal test area (white)

## 6.2. Monitoring of the disposal test

To evaluate the success of the test an extensive monitoring programme was set up. This programme, which was executed over a period of one year, included bathymetric surveys, ecological monitoring, sediment tracing tests and sediment transport measurements. Several criteria were defined before the test for evaluating its success. One of them stated that 2 weeks after finishing the disposal execution of the test, at least 80% of the disposed sediment should stay within the control area (this was defined as the disposal area, extended slightly towards the sandbar of Walsoorden). Also the ecological parameters should not indicate a change in ongoing natural trends.

## 6.3. Bathymetric surveys

The bathymetric surveys were executed using the multibeam-technique, producing high resolution bathymetric charts. From the start of the experiment (November 2004) until March 2005, weekly surveys were executed in an area around the disposal location (area ~ 900 ha). From March until June 2005 the measurement frequency was reduced to one survey every 2 to 3 weeks, while from June 2005 until January 2006 one survey per month was executed. Beside this possible impact area, a larger zone was measured every 2 months, to capture possible larger scale influence of the in situ test. These surveys allowed volume computations for the control area. The evolution of the sediment volume is shown in Figure 10. The amount of disposed sediment should be corrected due to the differences in density in the hopper and in situ. Therefore a correction factor 0.9 was applied to the hopper volumes. As can be seen in Figure 10 the first survey after the execution of the disposal test shows a smaller volume measured in situ than what was disposed. This small difference (25.000 m<sup>3</sup>) represents the sediment losses during the disposal of the sand, where a fraction (finer sands) was transported by the currents.

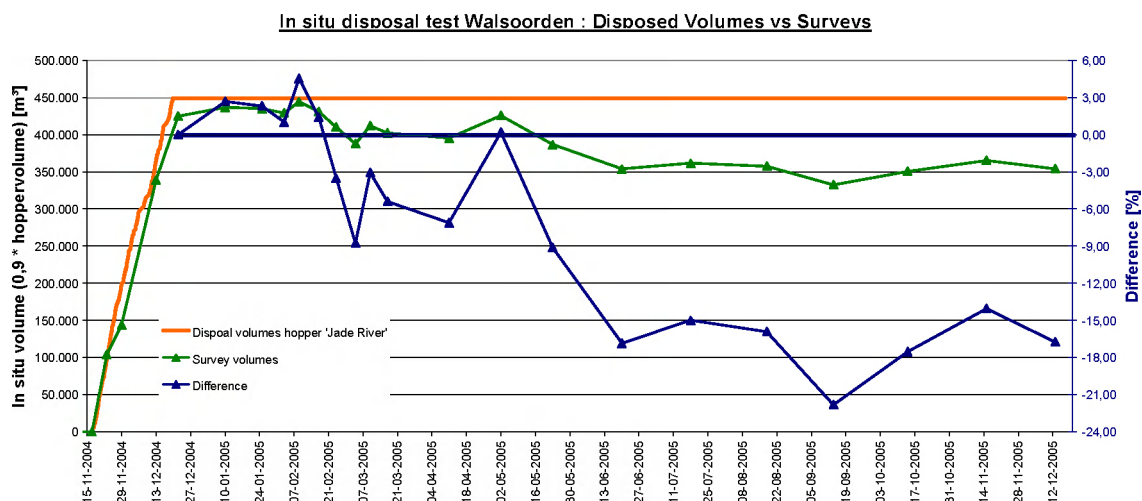


Figure 10: Evolution of measured volumes (orange: disposed; green: measured; blue: difference)



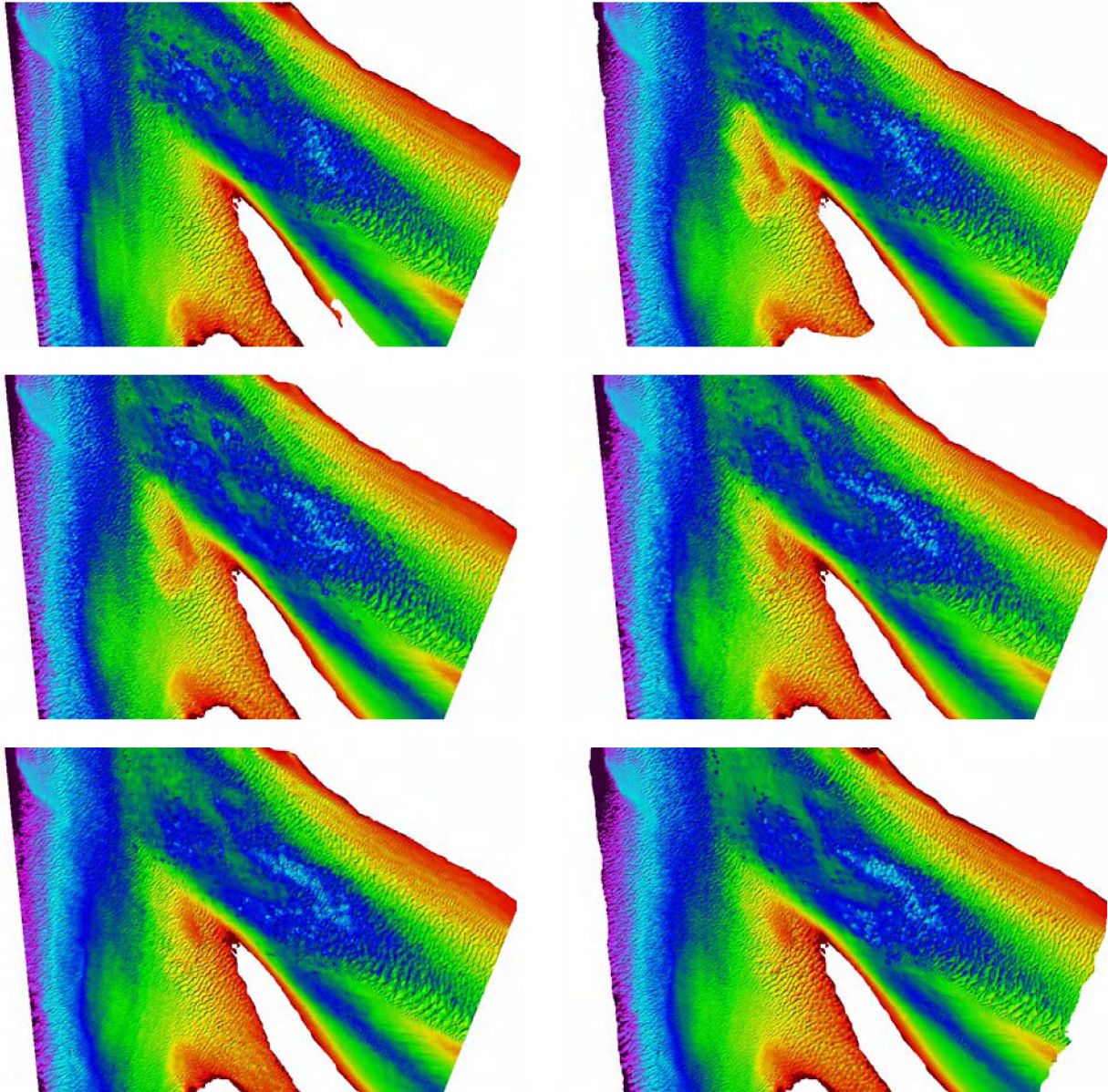


Figure 11: Evolution of bathymetry (November–December 2004 (top), March–June 2005 (mid), September–December 2005 (down)) [[see also video\\_paper238.exe](#) annexed to this paper]

During the first 2 months the volume within the control area was even higher than after execution of the test, probably due to natural processes. Afterwards a decrease of volume was measured, a loss of  $\sim 10\%$  after 6 months, almost 20% after one year. The main part of the eroded sand is transported during flood towards the Walsoorden sandbar. This evolution is in agreement with the predictions of the feasibility study. Figure 14 presents the evolution of a longitudinal section through the disposal area. The bedforms, present before the test (red), were flattened out by the disposal of the sediments with the diffuser (green). Immediately after the test, new bedforms started to develop in the disposal area, resulting in a new pattern (yellow) some three months after the test. After 6 months, the new bedforms are well developed (blue). Sediment is eroded from the down-estuary side (400-600 m) of the disposal area and transported with the flood flow towards the up-estuary side (1000 m). It may be concluded that the disposed sediments stay well in place, and the imposed criterion was successfully fulfilled.

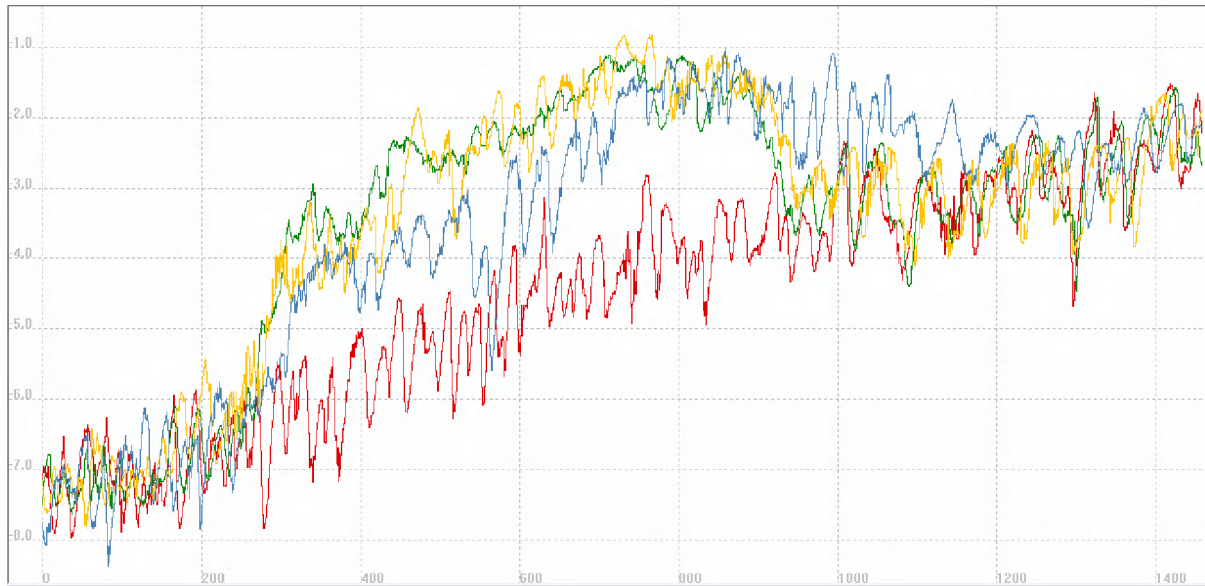


Figure 12: Longitudinal profile through disposal area (red = November 2004, green = January 2005, yellow = March 2005, blue = June 2005)

#### 6.4. Ecological monitoring

The ecological monitoring programme included both intertidal as subtidal measurements. Ecologists feared increased sedimentation, especially of coarser sediment on the sandbar, which could have a negative impact on its biotopes. The intertidal monitoring comprised of several stations on the Walsoorden sandbar where erosion-sedimentation, sediment composition and macrobenthos was measured. None of the results from this monitoring indicated that the in situ disposal test was responsible for a significant change in ongoing trends. The subtidal monitoring was focussed on sediment composition and macrobenthos samples, using the BACI-technique (Before-After-Control-Impact). Beside the disposal area (yellow area on Figure 14), 2 control areas were chosen: one at the traditional disposal site "Schaar van Waarde" (green area), the other (red area) where no influence from disposal activities should be expected.

For the subtidal samples an increase in grain size was found for the impact area. This is explained by the coarser sediment ( $d_{50} \sim 250 \mu\text{m}$ ) that was disposed compared to the local sediment ( $d_{50} \sim 200 \mu\text{m}$ ) before the test. The macrobenthos samples did not show deterioration (biomass, diversity and density) for the impact area compared to the 2 other control areas. It should be noticed that the quality of macrobenthos samples in the subtidal areas was significantly worse than to the intertidal macrobenthos samples. Summarizing: no significant negative ecological impact could yet be detected from the in situ disposal test near the Walsoorden sandbar.

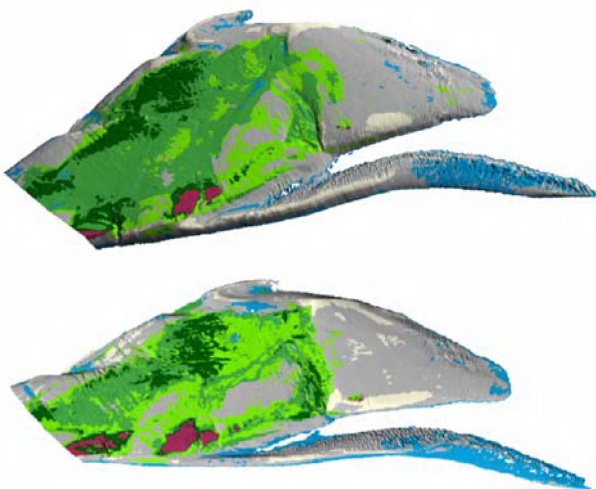


Figure 13: Remote sensing image Walsoorden sandbar (top: 2004 – bottom: 2005)

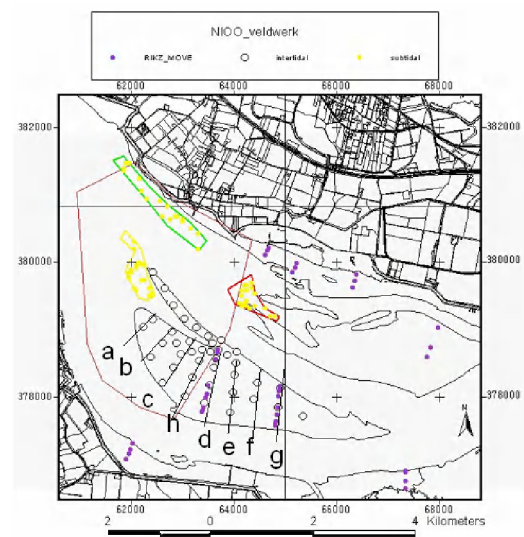


Figure 14: Sampling stations ecological monitoring programme



## 6.5. Tracer experiment

A sediment tracer test was executed to get an idea of the sediment transport patterns. The tracer material was an industrial glass-granulate ( $\text{SiO}_2$ ) where to 0.05 weight percent of  $\text{IrO}_2$  was added in melted state. After cooling down, the mixture was grinded to obtain a grain size comparable to that of the disposed sediments ( $\sim 250\mu\text{m}$ ). Afterwards a fluorescent coating was added. In total 500 kg of tracer material was prepared. The fluorescence allows already a first indication of available tracer material in the samples taken in the field. Afterwards the positive samples are activated in the laboratory so that the concentration of tracer material can be determined. A first tracer experiment was executed in February 2005 with 500 kg of tracer material. The material, packed in small containers (50 kg each), was lowered down to 0.50 m above the bottom during slack where they were opened. 5 sampling campaigns were planned, using the Van Veen grab to collect approximately 50 samples each campaign. The first samples did not contain any tracer material. Possible explanations could be either that bedforms covered the tracer or that the tracer material was too fine and dispersed during a storm in the weeks after the injection. A second campaign using vibro-core sampling technique did not produce better results. Therefore a new injection was executed in September 2005. This time the tracer material (500 kg) was mixed in advance with 500 kg sand with grain size comparable to the deposited sediments. The injection was executed by a diver, who placed the sediments onto the bottom. A first sampling campaign, the day after the injection, revealed some transport of the tracer material in up-estuary direction (Figure 15). In a second campaign tracer material was found in several points of the sampling grid (Figure 16). The highest concentrations were found near the injection point, with the predominant transport indicating mainly an up-estuary movement towards the sandbar. In a third sampling campaign (November 2005), no significant concentrations of tracer material were found. The question remains why no concentrations were found. This may sustain the hypothesis of bedforms covering up the tracer material. Despite the limited recovery of tracer material, the initial results confirm the trends from the bathymetric surveys: the disposed material that is eroded, is transported in the up-estuary direction towards the sandbar.

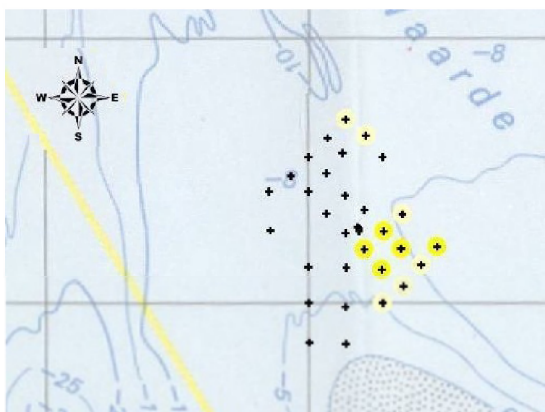


Figure 15: Tracer concentration one day after injection

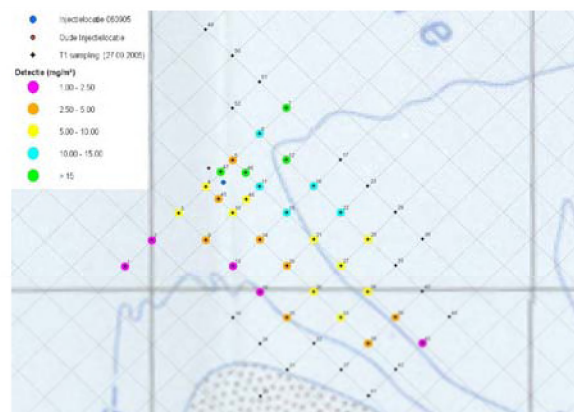


Figure 16: Tracer concentration one month after injection

## 6.6. Monitoring of flow and sediment transport

Sediment transport and flow velocity were measured during a full tidal cycle in several stations near the Walsoorden sandbar. A first campaign was conducted in June 2003, before the disposal test, with 3 stations (1, 2, 3) down-estuary from the Walsoorden sandbar. In September 2004 a second campaign was realized, also in 3 locations: station 2, the proposed disposal area and stations 4 and 5, both control points (places that could be influenced by the disposal test, one on each side of the bifurcation produced by the sandbar). These 2 control points were also measured during (December 2004) and after (May 2005) the execution of the disposal test. Velocities were measured using acoustic techniques (Aanderaa), while sediment transport was measured with the Delft Bottle, on a frame for near bed transport, suspended on several depths for suspension transport. This sediment trapping has the benefit that larger sediment samples can be collected over a longer sampling time, producing a good average transport rate and sufficient sediment to be analysed afterwards on grain size.

The results of the sediment transport measurements show no significant changes in the 2 control points. The pattern for these 2 locations is different. For point 4 the main sediment transport takes place from HW-2h to HW. During the ebb period only limited sediment transport was found. For point 5 there is a first peak near the end of the flood (cfr. point 4), but at the start of the ebb strong sediment transport was measured. Despite being situated in the so-called flood channel, strong ebb currents occur in this channel. For the other points (1 to 4) the Walsoorden sandbar creates a "shadow zone" for the ebb flow, with limited velocities and therefore limited sediment transport during the ebb.



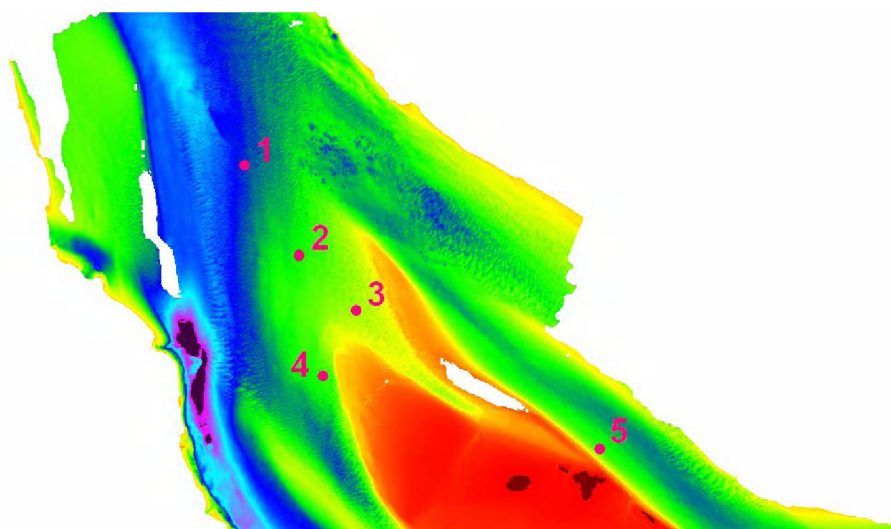


Figure 17: Sediment transport and flow velocity measurement locations

### 6.7. Conclusions in situ disposal test

From morphological point of view, it can be concluded that the experiment using a diffuser for modifying the morphology of the sandbar by disposing precisely dredged material was very successful. The ecological monitoring did not reveal any significant negative impact, neither in the intertidal areas, nor in the subtidal areas. This in situ test confirmed the feasibility of the proposed disposal strategy. A second disposal started at the beginning of 2006, however not with the diffuser technique but with the common used disposal technique. An estimated volume of 3 to 5 million m<sup>3</sup> could be disposed here to reach the proposed objectives, representing more than half of the volume dredged yearly in the Western Scheldt.

## 7. CONCLUSION AND RECOMMENDATIONS

For a long time dredging operations have been considered as producing only negative impacts on the environment. Flanders Hydraulics Research (at that time the Belgian National Laboratory) had acquired experience in using dredging for influencing morphological evolutions in the Congo river, improving the accessibility of the maritime ports. This experience was used on the Scheldt estuary. The Western Scheldt is one of the last relatively natural estuaries with a dynamic multi-channel system and exceptionally valuable eco-systems. A management with broader objectives that include accessibility, safety and nature preservation progressively replaces the past management of the maritime access route to the Port of Antwerp, which was based almost exclusively on an engineering approach. In 2001 an international expert team appointed by the Port of Antwerp authorities, set forward new ideas about the morphological management of the estuary by using dredging and disposal of dredged material to steer the morphological behaviour of the estuarine multi-channel system.

As a pilot project to demonstrate this new disposal strategy the location at the sandbar of Walsoorden was selected by the Port of Antwerp Expert Team on the basis of expertise. The western tip of the Walsoorden plate has been eroded since decades. Reshaping the tip of this sandbar by morphological dredging might improve the self-dredging capacity of the crossing of Hansweert, reducing finally the dredging effort. The feasibility of this project was studied by Flanders Hydraulics Research, combining desk studies, scale modelling, numerical modelling and field surveys. None of the results of this extensive study opposed the feasibility of the proposed disposal strategy at the Walsoorden sand bar.

To finally prove the proposed disposal strategy, an in situ dumping test was conducted. At the end of 2004 500.000 m<sup>3</sup> of sand was disposed at the seaward tip of the Walsoorden sandbar. The experiment was intensively monitored, both on morphology as on ecology. More than one year after completion of this test, it can be concluded that a new morphological dredging and disposal strategy could be successfully embedded in the future morphological management of the Western Scheldt. However, as stated by the Port of Antwerp Expert Team, the new ways of dredging and disposing sediments should be combined with other measures, such as adapting the hard bordering of the estuary and finding alternatives to the traditional protection works of banks and shoals.

The Walsoorden experiment also confirmed the need for building the capacity of the professionals in morphological assessment techniques, giving sufficient room to expertise and visual analysis of charts, maps and remote sensing observations. A further collaboration between engineers, biologists and ecologists is needed to develop further the idea of morphological dredging and the strategies to manage the morphology of estuarine systems.

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## RELATED WEBSITES

DELFT3D-software: <http://www.wldelft.nl/soft/d3d/intro/index.html>  
 MOVE-programme: <http://www.scheldenet.nl/> (MOVE)  
 PROSES: <http://www.proses.nl/>  
 SIMONA-software: <http://www.minvenw.nl/rws/rikz/projecten/simona/index.html>

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