Positions are given in the reference system World Geodetic System 84 (WGS84). Incorrect interpretation of the reference system can lead to errors in the position of several hundred of metres.

Depths (in metres): are reduced to Lowest Astronomical Tide (LAT) for tidal areas and to local dock datum for non-tidal areas.

Heights (in metres): drying heights are above LAT. Other heights are above Mean Sea Level (MSL). Vertical clearance are above Mean High Water Spring (MHWS). Other heights are above Mean Sea Level (MSL). For non-tidal areas above local dock datum.

Directions, bearings, leading lines and light sectors (in degrees) are true reckoned from seawards.
## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/1</td>
<td>NOTICES TO MARINERS</td>
<td>5</td>
</tr>
<tr>
<td>1/2</td>
<td>REGULATIONS</td>
<td>6</td>
</tr>
<tr>
<td>1/3</td>
<td>OFFICIAL RADIO MESSAGES INTENDED FOR BELGIAN MERCHANT VESSELS: THE BELMAR SYSTEM</td>
<td>7</td>
</tr>
<tr>
<td>1/4</td>
<td>BELGIAN COAST STATION OSTEND RADIO - CALLSIGN: OSU - FREQUENCIES, BROADCASTS AND LISTENING OUT</td>
<td>10</td>
</tr>
<tr>
<td>1/5A</td>
<td>ISPS REGULATIONS</td>
<td>12</td>
</tr>
<tr>
<td>1/5B</td>
<td>INTERNATIONAL SANITARY REGULATIONS</td>
<td>14</td>
</tr>
<tr>
<td>1/6A</td>
<td>NAVAL COOPERATION AND GUIDANCE FOR SHIPPING (INCAGS)</td>
<td>15</td>
</tr>
<tr>
<td>1/6B</td>
<td>BELGIAN MARITIME THREAT AWARENESS AND REPORTING - BEMTAR</td>
<td>19</td>
</tr>
<tr>
<td>1/7A</td>
<td>RADIO NAVIGATION MESSAGES</td>
<td>21</td>
</tr>
<tr>
<td>1/7B</td>
<td>RIVER INFORMATION SERVICES</td>
<td>21</td>
</tr>
<tr>
<td>1/8A</td>
<td><a href="http://WWW.KUSTWEERBERICHT.BE">WWW.KUSTWEERBERICHT.BE</a></td>
<td>21</td>
</tr>
<tr>
<td>1/8B</td>
<td>WEATHER FORECASTS AND ANNOUNCEMENTS OF STORMY WEATHER AND GALE FORCE WINDS</td>
<td>22</td>
</tr>
<tr>
<td>1/8C</td>
<td>GNB MANAGEMENT AREA: PROCEDURE IN EXTREME WEATHER</td>
<td>24</td>
</tr>
<tr>
<td>1/9</td>
<td>ACTIONS TO BE TAKEN IN CASE OF A SUBMARINE ACCIDENT (DISSUB - DISTRESSED SUBMARINE)</td>
<td>25</td>
</tr>
<tr>
<td>1/10</td>
<td>TREATMENT OF MINES AND EXPLOSIVES FOUND AT SEA</td>
<td>27</td>
</tr>
<tr>
<td>1/11A</td>
<td>PILOTAGE SERVICE AT THE SCHELDT ESTUARIES AND AT THE BELGIAN COASTAL PORTS</td>
<td>29</td>
</tr>
<tr>
<td>1/11B</td>
<td>RESOLUTION OF EXEMPTION FROM COMPULSORY PILOTAGE SCHELDT REGULATIONS</td>
<td>30</td>
</tr>
<tr>
<td>1/11C</td>
<td>INTENSIFIED COMPULSORY PILOTAGE FOR VESSELS IN THE BELGIAN TERRITORIAL SEA AND WATERS UNDER THE AUTHORITY OF THE FLEMISH GOVERNMENT</td>
<td>31</td>
</tr>
<tr>
<td>1/12A</td>
<td>PILOT REQUEST ARRANGEMENT FOR VESSELS WITH AS DESTINATION A FLEMISH PORT SITUATED AT THE SCHELDT OR THE CANAL GHENT-Terneuzen</td>
<td>34</td>
</tr>
<tr>
<td>1/12B</td>
<td>REQUEST ARRANGEMENTS FOR VESSELS HAVING A FLEMISH PORT AS DESTINATION AND FOR A VOYAGE BETWEEN TWO FLEMISH PORTS</td>
<td>42</td>
</tr>
<tr>
<td>1/12C</td>
<td>USE OF THE PILOT PLUG IN PILOT OPERATIONS</td>
<td>50</td>
</tr>
<tr>
<td>1/13A</td>
<td>WESTERN SCHELDT - FLUSHING ROADS: SPECIAL SIGNALS CONCERNING THE PILOTAGE</td>
<td>51</td>
</tr>
<tr>
<td>1/13B</td>
<td>REMOTE PILOTING (LOA) IN THE EVENT OF PILOTAGE IN STORMY WEATHER CONDITIONS</td>
<td>52</td>
</tr>
<tr>
<td>1/13C</td>
<td>INDICATION OF LOCATIONS FOR REMOTE PILOTING</td>
<td>57</td>
</tr>
<tr>
<td>1/14A</td>
<td>FAIRWAYS, MAIN FAIRWAYS AND SECONDARY FAIRWAYS IN THE CONTROL AREA OF THE COMMON NAUTICAL MANAGEMENT</td>
<td>58</td>
</tr>
<tr>
<td>1/14B</td>
<td>WESTERN SCHELDT: BOUNDARIES PARALLEL ROUTES ALONG THE MAIN FAIRWAYS</td>
<td>59</td>
</tr>
<tr>
<td>1/14C</td>
<td>ANCHORAGE AREAS, ANCHORING POSITIONS AND ANCHORAGE ZONES</td>
<td>60</td>
</tr>
<tr>
<td>1/14D</td>
<td>UNINTERRUPTED SUPPLY OF ELECTRICAL POWER FOR VESSELS IN NARROW FAIRWAYS IN THE SCHELDT AREA</td>
<td>65</td>
</tr>
<tr>
<td>1/14E</td>
<td>WESTERN SCHELDT - OOSTGAT- SARDINGEUL: ADJUSTMENT OF SAILING BEHAVIOUR</td>
<td>65</td>
</tr>
<tr>
<td>1/15</td>
<td>LOWER AND UPPER SEA SCHELDT: PERMISSION TO MOOR</td>
<td>66</td>
</tr>
<tr>
<td>1/16</td>
<td>VESSEL TRAFFIC SERVICES (VTS)-SCHELDT AREA: MARIPHONE (WORK) PROCEDURES AND FLYER</td>
<td>67</td>
</tr>
<tr>
<td>1/17A</td>
<td>WESTERN SCHELDT: SPECIAL AND EXTRAORDINARY TRANSPORTS</td>
<td>89</td>
</tr>
<tr>
<td>1/17B</td>
<td>SCHELDT AND ITS ESTUARIES: OVERSIZED COMMERCIAL VESSELS</td>
<td>95</td>
</tr>
<tr>
<td>Page</td>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>1/17C</td>
<td>ARRIVAL PROCEDURE &amp; CHAIN OPERATION VTS-SCHELDEGEBIED</td>
<td></td>
</tr>
<tr>
<td>1/17D</td>
<td>ARRIVAL AND DEPARTURE RULES TO AND FROM ANTWERP FOR SHIPS WITH A MARGINAL DRAUGHT OR LENGTH</td>
<td></td>
</tr>
<tr>
<td>1/18A</td>
<td>CANAL GENT-TERNEUZEN: PASSAGE POINTS</td>
<td></td>
</tr>
<tr>
<td>1/18B</td>
<td>CANAL GENT-TERNEUZEN: CHAIN OPERATION - LOCKING OF SHIPS IN THE WESTSLUIS IN TERNEUZEN</td>
<td></td>
</tr>
<tr>
<td>1/18C</td>
<td>CANAL GENT-TERNEUZEN: ALLOWED DIMENSIONS AND DRAUGHTS FOR SEA-GOING VESSELS</td>
<td></td>
</tr>
<tr>
<td>1/18D</td>
<td>CANAL GHENT - TERNEUZEN: SEA-GOING VESSELS MOORING, DEPARTING AND/OR TURNING AT YARA</td>
<td></td>
</tr>
<tr>
<td>1/18E</td>
<td>ARRIVAL AND DEPARTURE RULES FOR TIDE OR CURRENT-DEPENDENT SHIPS HEADING FOR THE WESTSLUIS IN TERNEUZEN</td>
<td></td>
</tr>
<tr>
<td>1/18F</td>
<td>PORT OF GHENT: REGULATIONS FOR BOATSWAIN REQUIREMENT ON SMALL SHIPS</td>
<td></td>
</tr>
<tr>
<td>1/19</td>
<td>LOWER SEA SCHELDT - ANTWERP SCHELDT QUAYS: SHIPS DESTINED FOR SCHELDT QUAYS ON ANWERP ROADS UPSTREAM OF THE RHINE QUAY</td>
<td></td>
</tr>
<tr>
<td>1/20A</td>
<td>BELGIAN COASTAL PORTS AND ACCESS CHANNELS TO THOSE PORTS: OVERSIZED COMMERCIAL VESSELS</td>
<td></td>
</tr>
<tr>
<td>1/20B</td>
<td>BELGIAN COAST: TRAFFIC SIGNALS</td>
<td></td>
</tr>
<tr>
<td>1/21</td>
<td>COASTAL YACHT BASINS: SPEED LIMIT FOR MECHANICALLY POWERED VESSELS</td>
<td></td>
</tr>
<tr>
<td>1/22A</td>
<td>PORT OF OSTEND: SPECIAL TRAFFIC SIGNALS - FLICKER LIGHTS</td>
<td></td>
</tr>
<tr>
<td>1/22B</td>
<td>PORT OF OSTEND: SIGNALLING INSTALLATION FOR WATER DISCHARGES</td>
<td></td>
</tr>
<tr>
<td>1/23</td>
<td>COASTAL YACHT HARBOURS: SAILING OUT OF PLEASURE BOATS</td>
<td></td>
</tr>
<tr>
<td>1/24A</td>
<td>PORT OF ZEEBRUGGE: TRAFFIC REGLEMENTATIONS VISART SLUIS - PRINS ALBERTDOK - TIJDOK</td>
<td></td>
</tr>
<tr>
<td>1/24B</td>
<td>PORT OF ZEEBRUGGE: YELLOW-BLUE FLASHING LIGHT</td>
<td></td>
</tr>
<tr>
<td>1/24C</td>
<td>PORT OF ZEEBRUGGE: PORT SIGNALS AT THE NEW BREAKWATERS AND AT THE LEOPOLD II BREAKWATER (OLD HARBOUR BREAKWATER)</td>
<td></td>
</tr>
<tr>
<td>1/24D</td>
<td>PORT OF ZEEBRUGGE - P. VANDAMME LOCK AND VISART LOCK: SIGNALIZATION</td>
<td></td>
</tr>
<tr>
<td>1/24E</td>
<td>PORT OF ZEEBRUGGE - BOUDEWIJN-KANAAL - ROSKAM-BRIDGES (AT1) AND RAILWAY BRIDGE: SIGNALIZATION</td>
<td></td>
</tr>
<tr>
<td>1/24F</td>
<td>PORT OF ZEEBRUGGE: ADDITIONAL REGULATIONS LNG BUNKER VESSEL</td>
<td></td>
</tr>
<tr>
<td>1/26</td>
<td>USE OF ECDIS – ENC</td>
<td></td>
</tr>
<tr>
<td>1/27</td>
<td>(DIFFERENTIAL)GLOBAL POSITIONING SYSTEM: THEORY AND PRACTICE</td>
<td></td>
</tr>
<tr>
<td>1/28</td>
<td>SPECIAL PROTECTION ZONES AND SPECIAL NATURE PRESERVE ZONES</td>
<td></td>
</tr>
<tr>
<td>1/29</td>
<td>UNDERWATER CABLES AND PIPELINES</td>
<td></td>
</tr>
<tr>
<td>1/30</td>
<td>OCEANOGRAPHIC AND COMPARABLE STATIONS</td>
<td></td>
</tr>
<tr>
<td>1/31</td>
<td>PROTECTION OF OFFSHORE INSTALLATIONS</td>
<td></td>
</tr>
<tr>
<td>1/32</td>
<td>OFFSHORE INSTALLATIONS: WIND FARMS</td>
<td></td>
</tr>
<tr>
<td>1/33A</td>
<td>MINIMUM REQUIREMENTS CERTAIN TANKERS THAT WISH TO SAIL TO A BELGIAN PORT MUST MEET</td>
<td></td>
</tr>
<tr>
<td>1/33B</td>
<td>REPORTING DANGEROUS SUBSTANCES TO THE COMMON NAUTICAL AUTHORITY</td>
<td></td>
</tr>
<tr>
<td>1/33C</td>
<td>TRANSPORT OF DANGEROUS SUBSTANCES WITH GAS TANKERS INSIDE THE GNB WORKING AREA</td>
<td></td>
</tr>
<tr>
<td>1/33D</td>
<td>THE WEST EUROPEAN TANKER REPORTING SYSTEM (WETREP)</td>
<td></td>
</tr>
<tr>
<td>Page</td>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>1/33E</td>
<td>COMMON NAUTICAL MANAGEMENT (GNB-AREA) - REGULATIONS FOR TANKERS THAT REQUIRE A PILOT OR ARE UNDER PILOTAGE</td>
<td></td>
</tr>
<tr>
<td>1/34A</td>
<td>PROCEDURE REPORTS TO THE MRCC IN CASE OF SHIPPING INCIDENTS</td>
<td></td>
</tr>
<tr>
<td>1/34B</td>
<td>SAR COOPERATION PLANS - MSC/CIRC. 1079 - BELGIUM</td>
<td></td>
</tr>
<tr>
<td>1/35</td>
<td>ANCHORING OF DAMAGED VESSELS AFTER AN INCIDENT</td>
<td></td>
</tr>
<tr>
<td>1/36A</td>
<td>ARTILLERY PRACTICE IN THE SECTOR LOMBARDIJDIE: GENERAL REGULATIONS</td>
<td></td>
</tr>
<tr>
<td>1/36B</td>
<td>NIEUWPOORT: SEAWARD ARTILLERY PRACTICE - SMALL, MEDIUM AND LARGE SECTORS</td>
<td></td>
</tr>
<tr>
<td>1/37</td>
<td>NORTH SEA: BELGIAN NATIONAL EXERCISES AREA FOR MARINE VESSELS</td>
<td></td>
</tr>
<tr>
<td>1/38</td>
<td>ZONE FOR DETONATING WAR AMMUNITION AND PRACTICE MINES NORTHEAST OF THE ANCHORAGE AREA WESTHINDER</td>
<td></td>
</tr>
<tr>
<td>1/39</td>
<td>BELGIAN COASTAL ZONES FOR MINE LAYING, MINE DETECTION AND MINE SWEEPING PRACTICE</td>
<td></td>
</tr>
<tr>
<td>1/40</td>
<td>DIVING AT SEA: PROCEDURES</td>
<td></td>
</tr>
<tr>
<td>1/41</td>
<td>BELGIAN TERRITORIAL SEA - CONTINENTAL SHELF - EXCLUSIVE ECONOMIC ZONE: DISCOVERIES AT SEA</td>
<td></td>
</tr>
<tr>
<td>1/42</td>
<td>BORDER CONTROL OF THE EXTRA- SCHENGEN PLEASURE NAVIGATION</td>
<td></td>
</tr>
<tr>
<td>1/43</td>
<td>ZONE OF THE GNB (COMMON NAUTICAL MANAGEMENT) - PILOT PROJECT: 'PILOT VIRTUAL AIDS TO NAVIGATION'</td>
<td></td>
</tr>
<tr>
<td>1/44A</td>
<td>UNITED KINGDOM AND FRANCE: DOVER STRAIT/PAS-DE-CALAIS REPORTING SYSTEM (CALDOVREP)</td>
<td></td>
</tr>
<tr>
<td>1/44B</td>
<td>FRANCE - PORT OF DUNKERQUE: VESSEL TRAFFIC SERVICE (VTS)</td>
<td></td>
</tr>
</tbody>
</table>
NOTICES TO MARINERS

The Notices to Mariners (NtM) publish the data necessary for updating the Belgian Sea- and Scheldt charts and the publications issued by the "Vlaamse Hydrografie" (Flemish Hydrography). Moreover, NtM Nr 1 of every volume contains general information for the good of shipping. The publication of every new edition of the nautical publications mentioned will also be announced by the NtM.

The NtM appear every fortnight and are numbered by volume from 1 to 26. Every article is given a separate code. A reference to any given notice in the NtM consists of the year, the volume number and the notice number in the NtM.

Preliminary notices have a reference number followed by the letter (P); the number of a temporary notices is followed by the letter (T).

The NtM nrS. 2, 10 & 20 give a summary of the (P) and (T) articles that are still in force and a summary of the notices that are still in force regarding the chart correction of the last edition of the Belgian charts.

In addition to all that the NtM also list the "Maritime Safety Information" (MSI) that are still in force. The MSI are issued by the Maritime Rescue and Coordination Center (MRCC) "Kustwacht Oostende - Afdeling Scheepvaartbegeleiding" (Oostende Coast Guard - Department Shipping Assistance Service) and mainly contain information about temporary beaconing problems, peculiarities at sea.

The mariners need to take into account occasional restrictions in terms of preciseness or completeness of nautical publications and articles.

Following art. 3 of the KB of June 20th 1977 of the execution of the law of November 24th 1975 holding approval and execution of the treaty on the international regulations to prevent collisions at sea, 1972, with additional regulations and its annexes, and art. 34 § 4 of the KB of August 4th 1981 holding police and shipping regulations for the Belgian territorial sea, the harbours and the beaches of the Belgian coast, all mariners must:

- follow the general principles concerning the regulations of the shipping traffic as they appear in the annually issued Notices to Mariners nr.1 that each year is promulgated.
- take into account the dispositions applied by the functionaries and employees of the government concerning the safety of the vessels that are not subject to the KB of July 20th 1973 holding shipping regulations.
- observe, regarding the shipping, all notices published by the government, in particular the Notices to Mariners and the Maritime Safety Information (MSI).

Following art. 29 of the last named KB (August 4th 1981), each mariner must also inform, through the shortest way, the nearest functionaries or employee of the government, about all information concerning eventual special sightings in the area of the Belgian coast and the Scheldt that concern shipping, as well as about every eventual gaps and/or errors in the nautical publications, in the interest of the safety at sea, at the following address:

Afdeling KUST - Vlaamse Hydrografie
(Department Coast - Flemish Hydrography)
Administratief Centrum
3 Vrijhavenstraat
8400 OSTEND
Tel: +32 (0)59 55 42 11 • Fax:+32 (0)59 51 00 41
kust@vlaanderen.be

Sightings about buoys, dangers, incidents, oil pollution... etc at sea in the Belgian responsibility zone need to be communicated to the MRCC Oostende or the relevant traffic centre; if necessary via Oostende-Radio on the designated VHF channels.

NOTES:

- We ask your attention for:
  - Amended articles: 1, 2, 6A, 6B, 7A, 7B, 8B, 12A, 12B, 13B, 15, 16, 21, 24C, 24E, 25, 26, 32, 33C, 36B, 41, 44A
  - New articles: 12C

Source: MDK - afdeling KUST - Vlaamse Hydrografie
The list below is a non-exhaustive list of regulations that apply to the areas charted on the nautical charts issued by the Flemish Hydrography

1. For the Belgian territorial sea, coastal ports and beaches:
   - K.B. of 4 August 1981. The police and shipping regulations
   - The decree of 19 April 1995 on the organisation and working of the pilotage service of the Flemish Government and on the qualifications of port pilots and boatsmen, such as modified, and the additional executive decisions. The vessels that the various decrees apply to must have a copy of the proper regulations aboard, as well as an updated official chart of the area
   - Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre
   - K.B. from 11.04.2005 about maritime border control.

2. For the Scheldt and canal Ghent-Terneuzen:
   - The shipping regulations Western Scheldt 1990 for the Dutch part of the Western Scheldt
   - Shipping traffic law (1988) for the Dutch section of the Western Scheldt
   - The shipping regulations for the Lower Sea Scheldt 1992
   - The police regulations of the Lower Sea Scheldt 1992
   - The general rules for shipping routes of the Kingdom 1935
   - General policy regulation on inland waterway traffic (KB of 24 September 2006), based on the European CEVNI (Code Europeen des Voies de Navigation Interieure)
   - The decree of April 5th 1995 holding approval of the treaty between the Kingdom of the Netherlands, the Kingdom of Belgium and the Flemish Government on the revision of the Regulations for the execution of article IX of the tractate of April 19th 1839 and of chapter II parts 1 and 2 of the tractate of November 5th 1842, as they were adjusted, for the pilotage and the joint supervision on it (Scheldt regulations) and the additional executive decisions
   - The shipping regulations for the Dutch and Belgian part of the canal from Ghent to Terneuzen
   - Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre
   - K.B. from 11.04.2005 about maritime border control
   - The Joint Announcements in force of the Common Nautical Authorities (GNA) are available on: www.vts-scheldt.net

3. Supplement for certain waterways:
   Special regulations applicable to certain shipping routes 1950.
   Most of these regulations are available at the federal government’s website and can be downloaded: www.mobilt.belgium.be/nl/scheepvaart.

4. Port Police regulations:
   - Antwerp: The Communal Port Police regulation 2018
   - Ghent: The general Police regulation as approved by the city council on 23 November 2015 and in force as from 1 January 2016.
   - Ostend: The Police regulation as approved by the board of Directors of the A.G. Haven Oostende on 4 October 2016 version 17.04.2018
   - Zeebrugge: The port regulation for the port area Brugge-Zeebrugge 2.0 (2017)

Source: MDK - afdeling Scheepvaartbegeleiding - DAB Loodswezen
OFFICIAL RADIO MESSAGES INTENDED FOR
BELGIAN MERCHANT VESSELS:
THE BELMAR SYSTEM

NtM 2018-1/3 cancelled

IMPORTANT
The captains of merchant vessels will make sure that a copy of this article is delivered to the officer responsible for the ship’s radio station. The other copy will be placed in “De Algemene Onderrichtingen ten behoeve van de Gezagvoerders van Belgische Koopvaardijschepen” (“General Instructions for the Captains of Belgian Merchant Vessels), under the chapter “Verbindingen” (“Connections”).

1. General

1. This BaZ describes the system created for transmitting official orders and/or directions for Belgian merchant vessels in extra-ordinary circumstances, war dangers or times of war.

2. This system is known as the “BELMAR-SYSTEM” and is declared to be valid by the “Directoraat Generaal Maritiem Vervoer” (General Directorship Maritime Transport) in mutual agreement with the Navy Staff by name of the Belgian Government.

3. These reports will be communicated by the the Command of Navy Operations.

3. From the moment the BELMAR-system is in use, the captains of all Belgian merchant vessels will take following measures that will greatly contribute to the safety of their crew and ship:
   • listen to one of the radio stations mentioned under point 4, which will ensure the broadcasting of official messages
   • stop transmitting their position reports (TR’s)
   • not enter a receipt or acknowledge in the DSC upon receiving messages, unless the nature of the message requires doing so
   • stop radio transmissions, unless ordered differently
   • limit the use of radar and echo sounder to what is strictly necessary.

2. Message form

1. The BELMAR messages will have the following structure:
   • incoming call
   • identification and n°.
   • text
   • date-time-group
   • end message/transmission.

2. One of the following callsigns will be used for calling:
   • The collective callsign ONXA for all Belgian merchant vessels.
   • The collective callsign ONXB for all Belgian war and merchant vessels.
   • The international callsigns, (spelled in radiotelephony).
   • The collective callsigns may be followed by a number, indicating that the message is intended for vessels in the MERCAST Area (see ACP149) with the corresponding number. For example: ‘ONXA 4’ indicates that the message is directed to all Belgian merchant vessels in the MERCAST Area 4 (the North Seal).

3. • The official messages to the Belgian merchant vessels are identified by the word BELMAR.
   • In order to make it possible for the captains of the merchant vessels to check if they are receiving all BELMAR messages, all messages will have a serial number consisting of two numbers going from 01 up to 99 that will follow after the word BELMAR.

4. The text is preceded and followed by the separation sign BT (“BREAK”) in radiotelephony.
5. Every message has a date-time-group. It will consist of 6 numbers, followed by the letter Z. The numbers indicate the date and the time in hours and minutes. The letter Z indicates that the date-time-group is expressed in Greenwich Mean Time. For example: date-time-group 131831 Z indicates that the message was compiled on the 13th day of the current month at 18.31h UTC.

6. AR and VA are used as end of message/broadcast signs.

7. The broadcasts of official messages by radio stations will be preceded by the following introductory words: "Uitzending van BELMAR-berichten bestemd voor alle Belgische koopvaardijschepen" ("Broadcast of BELMAR messages intended for all Belgian merchant vessels"). This will be followed by messages as described in 1.

3. Procedure

1. The BELMAR messages will be broadcasted on the hours mentioned in point 4.

2. The BELMAR messages will be repeated completely the first 24 hours after the original time of broadcast.

3. A BELMAR list of the messages that apply at all times will be given in every broadcast mentioned in point 4. This list contains:
   - the incoming call
   - the identification with n°.
   - the date-time-group
   - for every single message.

4. Radio station, frequencies and time rosters (UTC)

1. Oostende-radio
   - Radiotelephony
     Upon reception, the coast station will immediately send all BELMAR messages to all frequencies in use. Fixed broadcasts and/or repeats will be made on the following times (UTC) and frequencies:
     - Medium wave: 0030-0830-1130-1930-2130 on 2484 kHz and 2256 kHz.
     - On decametre waveband: 0030(+)0830-1130-1530-1930 on 8761 kHz (OSU 41), 13095 kHz (OSU 51) and 17278 kHz (OSU 63).
     (+) NOT on 13095 kHz and 17278 kHz.
     - On the VHF band: 0030-0830-1130-1930-2130 channel 27.
   - Navtex
     The BELMAR messages will be broadcast immediately upon reception on the international frequency 518 kHz and on the national frequency 490 kHz.
     On 518kHz: at 0310-0710-1110-1510-1910-2310 UTC
     On 490kHz: at 0010-0410-0810-1210-1610-2010 UTC

2. SafetyNET
   SafetyNET supplies vessels with navigation and meteorological Notices to Mariners, shore-to-ship emergency messages, SAR information and other urgent information in accordance with the obligations of the International Convention for the Safety of Life at Sea (SOLAS), 1974, and as amended thereafter. It applies to all types of vessels.

   SafetyNET is a service of Inmarsat EGC system, and was specifically conceived for distributing MSI as a part of GMDSS. The EGC system (technically a part of the Inmarsat-C system) provides for an automatic method for sending messages to both fixed and variable geographical areas. It is designed for offering a service in areas covered by geostationary satellites in A3 sea areas and for transmitting MSI to coastal areas not covered by the NAVTEX service. It would only be used for transmitting official orders and/or instruction to the Belgian merchant vessels in unusual circumstances, crisis danger or crisis situation.
5. Special cases

1. Vessels that are in port when the BELMAR system is activated will listen to the radio broadcasts of these official messages. They will not shut down their radio stations unless they can pick up the messages at the local Belgian diplomatic or consular representative.

2. Apart from listening to the BELMAR messages, overseas vessels will listen to local allied broadcasts (coastal stations, radio stations) on a regular basis, so that they stay well-informed about local nuclear threats or fallout.

6. Allied connections

1. In times of tension or crisis an allied network of radio stations will be activated. This organisation is called ALLIED WORLDWIDE NAVIGATION INFORMATION SYSTEM (AWNIS).

2. AWNIS, jointly with the WWNWS, will guarantee the distribution of allied connections. Nothing will be changed to the procedures for the listening watch of NAWWARS.

3. If necessary, it will be indicated when and how HYDROPAC and HYDROLANT must be listened to.

7. Actions to be taken by captains and officers in charge

1. Every Belgian merchant vessel will receive 2 copies of this BaZ. They will be placed in the chapter “Verbindingen” (“Connections”) of the “Algemene Onderwijsregelingen ten behoeve van de Gezagvoerders van Belgische Koopvaardijschepen” (General Instructions for the Captains of Belgian Merchant Vessels). They replace all connection instructions that were published earlier.

2. Captains of the Belgian merchant vessels are urged to take the necessary measures in order to make contact with coastal station OSTEND RADIO (TR) at least once every 24 hours. This radio contact will be free of charge.

3. BELMAR exercises can take place without a warning, at any given time. In that case the first word of the text will be OEFENING/EXERCISE. The captains will pass on all requested information by letter to the Command of Marine Operations (COMOPSNAV).

4. It is of the utmost importance that COMOPSNAV has access to the data from which it can conclude in which areas none of the broadcasts mentioned above can be received. For this, captains are requested to hand in a written report (through their shipping company) about the reception of OSTEND RADIO with date and POSITION, to the Command Marine Operations, section NCAGS, 1 Graaf Jansdijk, 8380 Zeebrugge. They will do the same for any foreign coastal stations they use to stay in contact with their shipping company.

Exercises regarding the control of commercial traffic.
In the event of allied or multinational NATO exercises that involve the defense of the merchant fleet in times of war, captains of Belgian merchant vessels may receive a visit from NATO officers. These officers’ goal will be to give a fictional briefing to the captains, on the occasion of mooring at a NATO port. They might also ask a series of questions. The captains can coope-rate on a voluntary basis, but it is insisted that they should give their complete cooperation to the extent that the ship’s assignment must not compromised. The briefings can last up to an hour and will take place on the ship. These exercises must not slow down the shipping activities nor do they give any right on a financial compensation.

Source: Ministerie van Defensie - Marine component
1. **Radiotelephony - Medium wave (class J3E)**

- Frequencies for announcing and broadcasting safety reports.
  - announcing on emergency frequency 2182 kHz.
  - the first broadcast of a safety message will also be announced via MF DSC 2187.5 kHz (DSC = digital selective calling system)
  - broadcasting on working frequency 2761 kHz
- Listening out: permanently on 2182 kHz, 3178 kHz, 4095 kHz and 8237 kHz (HF).
  - calls on 3178 kHz will be answered on 2484 kHz.
  - calls on 4095 kHz will be answered on 4387 kHz.
  - calls on 8237 kHz will be answered on 8761 kHz (HF).
- Range: depending on the chosen frequency, time and weather conditions: from 400 up to and more than 1000 nautical miles.
- Callsign: OSU

2. **Radiotelephony VHF (class F3E)**

- Channels for announcing and broadcasting of safety messages:
  - announcing on emergency channel K16
  - the first broadcast of a safety message will also be announced via VHF DSC K70 (DSC = digital selective calling system)
  - broadcasting: on K27
- Listening out: permanently on K16 and K27 (working channels for commercial traffic; K78 and K85). For the shipping traffic on the Scheldt towards the Belgian harbours of Antwerp, Ghent and Brussels, there is a permanently watch keeping on VHF K16 and K24. (working channels for commercial traffic: K7, K27 and K81)
- Range: about 35 nautical miles.
- Callsign: OSU

3. **DSC – Digital Selective Calling**

- Via the Digital Selective Calling (DSC), a distress alert can be sent out on VHF-channel 70 and on MF 2187.5 kHz, which is received on a screen. Oostende Radio permanently listens out on both frequencies.
- DSC-number of Oostende Radio for VHF and MF is 002050480.
- DSC-number of Oostende Radio for VHF in Antwerp is 002050485.

4. **Broadcast of maritime safety information (msi): navigational warnings, search and rescue information, Pilot and VTS service messages, AIS service messages**

- **RADIOTELEPHONY:**
  - for announcing:
    - on MF 2182 kHz in English and in Dutch.
    - on VHF K16 in English and in Dutch.
    - on VHF DSC K70 and MF DSC 2187.5 kHz only for the first broadcast.
  - for broadcasting:
    - on 2761 kHz and on VHF K27, first in English, then in Dutch immediately upon reception at the coast station and then after the first H+03 and H+33 or H+33 and H+03.
    - repeated on the fixed hours: 0233-0633-1033-1433-1833-2233 UTC
    - weather forecasts: on 0720 LT, 0820 UTC and 1720 UTC.
    - the broadcasts are always preceded by the security signal: ‘securité’.
• **NAVTEX:**
  - **frequency 518kHz:** programming letter T on navtex receiver.
    - For broadcasting:
    - 'important': immediately upon reception at the coast station and later as 'routine'.
    - 'routine': following the time schedule letter T: 0310-0710-1110-1510-1910-2310 UTC.
    - weather forecasts at 0710-1910 UTC.
    - broadcasts only in English.
  - **frequency 490kHz:** (national navtex): programming letter B on navtex receiver.
    - Broadcasting following the time schedule letter B: 0010-0410-0810-1210-1610-2010 UTC.
    - Weather forecasts at 0810-1210-1610-2010 UTC.
    - Broadcasts in Dutch.

*Source: Ministerie van Defensie - Marine component*
Message to all ships to which ISPS regulations apply

Within the security of ships and port facilities framework, it is mandatory in application of article 6 of (EC) Regulation 725/2004 to communicate the information required in regulation 9 of chapter XI-2 of the SOLAS convention to the competent authority for maritime security.

Directive 2010/65/EU obliges the Member States to take the necessary measures to enable the carrying out of the different reporting formalities on arrival in a port electronically and in this way to establish a Maritime Single Window. In this framework the necessary ISPS information needs to be inserted from the 1st of September 2015 on in one or more screens with required fields of the port information systems (PCS: APICS, ENIGMA, ZEDIS, ENSOR). From there they will be transferred electronically to the competent authority and a feedback will be given in some cases (reporting of alarming or request of correction of information). For the ports situated in the inland (Liege, Brussels, destinations on the Albert Canal, the Brussels-Scheldt Canal and the Upper Maritime Scheldt) the data have to be inserted in APICS.

This ISPS-information has to be provided 24h before arriving in the port, or on leaving the previous port should travel time be less than 24h, or at the latest when the port of call is known. The reporting has to be carried out for every arrival in a Belgian port.

Reports are checked systematically, 24/7. The data entered can raise the alarm and initiate a procedural response from any of the supervisory authorities (Port State Control, Shipping Police, Customs and Defence). At the beginning stage the captain or his deputy will be made aware of the situation. At a later stage administrative penalties may be imposed for incomplete or incorrect data.

Avis à tous les navires auxquels s'applique la réglementation ISPS

Dans le cadre de la sécurisation des navires et des installations portuaires, il est obligatoire, en application de l'article 6 du Règlement (CE) 725/2004, de communiquer à l'autorité compétente en matière de sûreté maritime les renseignements demandés à la règle 9 du chapitre XI-2 de la convention SOLAS.
La directive 2010/65/UE impose aux États membres de prendre les mesures nécessaires pour accomplir de manière électronique les différentes formalités déclaratives à l’arrivée d’un navire dans un port et, de cette manière, de mettre en place un Maritime Single Window. Dans ce cadre, les renseignements ISPS requis doivent être introduits depuis le 1er septembre 2015 dans les champs obligatoires de l’un des écrans des systèmes d’information portuaires (PCS : APICS, ENIGMA, ZEDIS, ENSOR). Ils sont ensuite transmis de manière électronique à l’autorité compétente et des commentaires seront envoyés par retour dans certains cas (notification d’alerte ou demande de correction d’information). Pour les ports intérieurs (Liège, Bruxelles, les destinations sur le Canal Albert, le Canal Bruxelles-Escaut ou l’Escaut maritime supérieur), les données devront être introduites dans APICS.

Les renseignements ISPS doivent être fournis 24 heures avant l’escale ou lors du départ du port précédent si la durée du trajet est inférieure à 24 heures ou au plus tard dès que le port d’escale est connu. La notification doit être faite à chaque escale dans un port belge.

Les notifications sont systématiquement contrôlées 24/7. Les données rapportées peuvent donner lieu à des alarmes et, par conséquent, générer des actions associées de la part de différentes instances (Port State Control, Police Maritime, Douane et Defense). Dans un premier stade, le capitaine ou son agent reçoivent un avertissement. Dans un stade ultérieur, des sanctions administratives peuvent être appliquées en cas d’informations incomplètes ou inexactes.

Source: FOD Mobilité et Vervoer
Bericht aan alle schepen waarop het Internationaal sanitair reglement van de Wereldgezondheidsorganisatie van toepassing is

In overeenstemming met Article 60 van het Koninklijk besluit van 29 oktober 1964 betreffende de gezondheidspolitie van het internationaal verkeer is elk schip verplicht een formulier van gezondheidsverklaring over te maken. De gevraagde inlichtingen moeten voldoen aan die bedoeld door de Internationale Gezondheidsregeling van 2005. Richtlijn 2010/65/EU legt de lidstaten de verplichting op de nodige maatregelen te treffen om de verschillende meldingsformaliteiten bij het aankomen in een haven op elektronische wijze te kunnen verrichten en in die zin een Maritime Single Window tot stand te brengen. In dit kader dienen de vereiste gezondheidsinlichtingen met ingang van 7 januari 2016 te worden ingebracht in één of meerdere schermen met verplichte velden van de haveninformatiesystemen (APICS, ENIGMA, ZEDIS, ENSOR). Van daaruit worden ze op elektronische wijze doorgestuurd naar de bevoegde autoriteit. Voor de havens gelegen in het binnenland (Luik, Brussel, bestemmingen op Albertkanaal, kanaal Brussel-Schelde of Boven Zeeschelde) zullen de gegevens moeten worden ingebracht in APICS. De gezondheidsinlichtingen dienen voor het aanlopen van de haven te worden verschaft.

Message to all ships to which International Health Regulations from the World Health Organization apply

According to the article 60 of the Royal Decree of 29 October 1964 on the sanitary policing of the international traffic, it is mandatory to communicate a sanitary declaration. The requested information has to comply with that meant in the International Health Regulation (2005). Directive 2010/65/EU obliges the Member States to take the necessary measures to enable the carrying out of the different reporting formalities on arrival in a port electronically and in this way to establish a Maritime Single Window. In this framework the necessary sanitary information needs to be entered from the 7th January 2016 in one or more screens with required fields of the port information systems (APICS, ENIGMA, ZEDIS, ENSOR). From there they will be transmitted electronically to the competent authority. For the inland ports (Liège, Brussels, terminals on the Albert Canal, the Brussels Scheldt Canal and the Upper Maritime Scheldt) the data have to be entered in APICS. This sanitary information has to be provided before calling at the port.

Avis à tous les navires auxquels le Règlement sanitaire international de l'Organisation mondiale de la Santé s'applique

En conformité avec l'article 60 de l'Arrêté royal du 29 octobre 1964 relatif à la police sanitaire du trafic international, chaque navire est tenu de communiquer à l'autorité compétente une déclaration de santé. Les renseignements demandés doivent satisfaire à ceux visés par le Règlement sanitaire international de 2005. La directive 2010/65/UE impose aux États membres de prendre les mesures nécessaires pour accomplir de manière électronique les différentes formalités déclaratives à l’arrivée d’un navire dans un port et, de cette manière, de mettre en place un Maritime Single Window. Dans ce cadre, les renseignements sanitaires requis doivent être introduits depuis le 7 janvier 2016 dans les champs obligatoires de l’un des écrans des systèmes d’information portuaires (APICS, ENIGMA, ZEDIS, ENSOR). Ils sont ensuite transmis de manière électronique à l’autorité compétente. Pour les ports intérieurs (Liège, Bruxelles, les destinations sur le Canal Albert, le Canal Bruxelles-Escaut ou l’Escaut maritime supérieur), les données devront être introduites dans APICS. Les renseignements sanitaires doivent être fournis avant l’escale dans le port.

Source: FOD Mobiliteit
NAVAL COOPERATION AND GUIDANCE FOR SHIPPING (NCAGS)

1. General

This NtM describes the "Naval Cooperation and Guidance for Shipping (NCAGS)", as included in ATP-02.1 (see attachment).

2. Application

Given the importance of maritime traffic for the economy, it is important that there is good cooperation between the merchant navy and the NATO navies.

Naval Coordination and Guidance for Shipping (NCAGS) is promoting this cooperation by organising an information hub benefiting the merchant navy and proactively contacting the merchant navy.

Relevant information and/or advice regarding a threat in a given area can be transferred through this hub. In addition, this hub can also be used to request information that may be of importance for shipping safety. Two-way traffic, in other words.

Thanks to this cooperation, interferences between merchant vessels and military operations can be avoided in the interest of smooth maritime traffic, military vessels can then concentrate on merchant vessels that require special attention or support in a particular area, advice can be provided in connection with safety measures to be taken, and a coordinated passage through a sensitive area can be organised.

Merchant vessels can also contact the NCAGS organisation proactively themselves, in consultation with their owner.

The NCAGS organisation consists of a permanent information hub in Northwood (the NATO Shipping Centre (NSC)) and, if necessary, deployed units in a particular area.

3. Possible communication procedures at ncags

NCAGS can contact a merchant vessel through the following procedures:

a. Alpha format when entering a particular area,
b. Ship's Position Report: a daily position if requested by the military authorities,
c. Sailing Information (SI): an information briefing for the merchant navy,
d. Websites: always www.shipping.nato.int, but also possibly a specially created website for a particular area,
e. Face-to-Face Briefings: a briefing by a liaison officer,
f. Telephone Briefings: same as above, but by telephone,
g. E-mail,
h. International Code of Signals (INTERCO),
i. New Media (e.g. a chatroom created for a specific purpose).

Further information about the procedures and their "formats" can be found in the attachment.

4. Further information is available on the nato shipping centre website:

www.shipping.nato.int
Email: info@shipping.nato.int
Tel: +44 (0) 1923 95 65 74

Source: Ministerie van Defensie - Marinecomponent
NCAGS INFORMATION FORMATS

SECTION I – FORMAT ALFA

1. Format Alfa
   A voyage/passage report designed for merchant shipping to provide the minimum data provision to military forces to match the operational need in a simplistic format. The basic information that will be requested in a Format Alfa (which will be adjusted to meet specific requirements) can be found in Figure 2B-1 and should be returned to the military authority in accordance with the initiating navigation warning.

<table>
<thead>
<tr>
<th>FORMAT ALFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Vessel’s Name</td>
</tr>
<tr>
<td>2. Flag</td>
</tr>
<tr>
<td>3. IMO Number</td>
</tr>
<tr>
<td>4. MMSI</td>
</tr>
<tr>
<td>5. INMARSAT Telephone Number</td>
</tr>
<tr>
<td>6. Email Address/FAX Number</td>
</tr>
<tr>
<td>7. Current Position (at time UTC) Course and Planned Passage Speed</td>
</tr>
<tr>
<td>8. Next Port of Call and ETA (UTC)</td>
</tr>
<tr>
<td>9. Name and Address of Ship Owner and Operator/Charterer/Company Security Officer</td>
</tr>
<tr>
<td>10. Crew Numbers and Nationalities</td>
</tr>
<tr>
<td>11. Cargo</td>
</tr>
<tr>
<td>12. Security Measures Implemented Onboard</td>
</tr>
</tbody>
</table>

   Note: Different information may be requested, dependant on the maritime operation.

   Figure 2B-1. Format Alfa

SECTION II – SHIP’S POSITION REPORT

   A daily position report that should be sent once every 24 hours after Format Alfa has been submitted. It should also be submitted to report any changes to the ship’s passage and when requested by military authorities. The format can be found in Figure 2B-2.

<table>
<thead>
<tr>
<th>SHIP’S POSITION REPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Vessel’s Name</td>
</tr>
<tr>
<td>2. IMO Number</td>
</tr>
<tr>
<td>3. Current Position (UTC)</td>
</tr>
<tr>
<td>4. Any Change to Itinerary</td>
</tr>
</tbody>
</table>

   Figure 2B-2. Ship’s Position Report
SECTION III – SAILING INFORMATION

3. Sailing Information.
   An SI outline is issued to all merchant ships transiting a military Area of Operations (AOO) and any other ships requiring specific guidance within the AOO.
   The issue of SI outline indicates that a mutual understanding has been achieved; the Master has agreed to follow the routeing direction and NCAGS will monitor the ship’s passage and divert if necessary. The SI outline is an important tool for the Military Commander in mitigating risk to merchant shipping transiting the AOO and a diversion can be signalled to a merchant vessel in transit if a danger develops on the planned track (See Section IV). Figure 2B-3 is provided as guidance to illustrate the possible content of a SI outline used in NCAGS.

<table>
<thead>
<tr>
<th>SAILING INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ship’s Details</strong></td>
</tr>
<tr>
<td>Vessel’s Name</td>
</tr>
<tr>
<td>Flag</td>
</tr>
<tr>
<td>Area or Route Covered</td>
</tr>
</tbody>
</table>

*Note: An area or route covered describes the part of the voyage where the SI applies.*

<table>
<thead>
<tr>
<th>General Situation:</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Note: Threat/risk to merchant ships, incidents, military presence, etc.</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route:</th>
</tr>
</thead>
<tbody>
<tr>
<td>During the passage you are advised to pass through the following positions:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Position Designator/Waypoint</th>
<th>Latitude/Longitude</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. etc.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Special Advice/Procedures:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communications</td>
</tr>
<tr>
<td>Emission Control Policy (EMCON)</td>
</tr>
<tr>
<td>Suspicious Sighting Procedures</td>
</tr>
<tr>
<td>Special Reporting Procedures (e.g. Emergencies)</td>
</tr>
<tr>
<td>Procedures for Notification of Changes to Route or Destination</td>
</tr>
<tr>
<td>Summary of NAVWARNS</td>
</tr>
<tr>
<td>Self-Protection Measures</td>
</tr>
</tbody>
</table>

*Note: To be used as applicable.*

Figure 2B-3. Sailing Information
SECTION IV – DIVERSION AND AMENDMENTS TO PASSAGES

   A message from the military authorities to a merchant vessel notifying a diversion from the planned track. Any diversion after sailing will make clear the entire route to be followed to the immediate destination. The Diversion Message will give a new position, or positions, through which the vessel is requested to pass. The format to be used can be found in Figure 2B-4.

<table>
<thead>
<tr>
<th>DIVERSION MESSAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Name of Vessel/IMO Numbers/IRCS</td>
</tr>
<tr>
<td>2. Reason for Diversion</td>
</tr>
<tr>
<td>3. Position or Time at which the Diversion is to take place</td>
</tr>
<tr>
<td>4. New Positions through which to pass</td>
</tr>
<tr>
<td>5. Immediate or New Destination and Amended ETA</td>
</tr>
</tbody>
</table>

Figure 2B-4. Diversion Message

5. Notification of Passage Amendment.
   This message is sent by a merchant vessel to report amendments to a passage that has previously been reported to the military authorities by Format Alfa. Instructions for the notification of passage amendments will be given by the military authorities in the SI issued to the merchant vessel and will be adjusted to be applicable to the type and scale of the military operations taking place. Figure 2B-5 is provided as guidance to illustrate the possible content of a Passage Amendment message.

<table>
<thead>
<tr>
<th>FORMAT ALFA PASSAGE AMENDMENT MESSAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Name of Vessel/IMO Numbers/IRCS</td>
</tr>
<tr>
<td>2. Position or Time at which the Diversion is to take place</td>
</tr>
<tr>
<td>3. New Track and Speed</td>
</tr>
<tr>
<td>4. New Positions through which to pass</td>
</tr>
<tr>
<td>5. Immediate or New Destination and Amended ETA</td>
</tr>
</tbody>
</table>

Figure 2B-5. Format Alfa Passage Amendment Message
1/6B BELGIAN MARITIME THREAT AWARENESS AND REPORTING - BEMTAR

NtM 2018-1/6B cancelled

1. Purpose

BEMTAR informs ships sailing under the Belgian flag about the maritime safety situation, monitors ships sailing under the Belgian flag worldwide and reports threats to Belgian ship owners.

BEMTAR is the unique point of contact for ship owners, which passes questions on to relevant partners and provides answers as soon as possible. BEMTAR works under the supervision of the Federal Public Service Mobility and Transport - FODMOB.

2. What can you expect?

BEMTAR maintains close relations with Belgian ship owners and federal agencies involved in maritime safety, thus helping to improve ship safety.

BEMTAR monitors defined areas throughout the world and the ships sailing under the Belgian flag that are passing through those areas. It does this in close cooperation with the FODMOB Maritime Security Unit.

BEMTAR is currently focusing on the following areas:

- Gulf of Guinea
- Mediterranean Sea - focus on Libya
- Red Sea
- Persian Gulf - Hormuz
- Malacca, Sulawesi/Sulu

The information distributed by BEMTAR is verified. While open sources are monitored to be aware of potential increasing threats, this open source information is not disclosed without prior assessment.

A BEMTAR supervisor can be reached by email (for routine questions) or by phone (for urgent questions only).

3. Participation

BEMTAR is available on a voluntary basis, exclusively for ships sailing under the Belgian flag. It is a service offered to ships sailing under the Belgian flag by the Belgian government. However, owners are encouraged to report their willingness to participate in the BEMTAR service.

4. Information and communication

Currently, two processes apply: push and pull.

I. Push process:

When BEMTAR receives information that a certain area at sea may pose a threat to ships sailing under the Belgian flag, a report is sent to the Belgian ship owners through their respective CSOs. They are responsible for alerting the ships under their control.

If the threat is of an imminent nature, the ship owners in that area are notified by telephone.

In addition to this threat analysis report, a monthly information bulletin is sent by BEMTAR which provides an overview of the current situation in the various monitored areas.
II. Pull process:
The pull process allows ship owners to request information on a particular area so that they can prepare their ship optimally for a safe journey to or through the area in question. These questions are not limited to the areas monitored by BEMTAR at that time.

Completing the circle:
To help BEMTAR disseminate information that is as accurate as possible, ship owners are invited to provide all relevant information registered and reported by ships sailing through a particular area.

Live briefings:
BEMTAR briefing officers are available to brief captains who will be going through a certain monitored area, or to debrief captains who are coming from a monitored area.

5. Bemtar-vademecum

A vademecum is available on demand. The vademecum explains in detail what BEMTAR is, what tactics and procedures are used, and identifies all partners and their roles and responsibilities.

6. Contact details

The BEMTAR Watchkeeper can be contacted via:
Email: AFDOPSZEB-BEMTAR@mil.be
Telephone: +32 (0)475/57 19 25

Source: Ministerie van Defensie – Marinecomponent
1/7A RADIO NAVIGATION MESSAGES

NtM 2018-1/7A cancelled

The Mariners’ attention is drawn to the “World-Wide Navigational Warning Service”. This service spans over 16 geographical zones that are distributed over the entire world and are called NAVAREAS (I to XVI).

The limits of these areas and the positioning of the zone coordinator as well as the broadcasting stations have been charted. The data concerning the broadcasting times and frequencies has been recorded in “Admiralty List of Radio Signals - Volume 5 (NP 285) and Diagram A5 (NP 285 a)”.

SOLAS regulation IV / 12.2 states that “every ship, while at sea, must maintain a radio watch for transmissions of maritime safety information at the correct frequency or frequencies on which such information is transmitted for the area in which the ship navigates”.

Source: MDK - afdeling Scheepvaartbegeleiding

1/7B RIVER INFORMATION SERVICES

NtM 2018-1/7B cancelled

The River Information Services Centre at Evergem is available 24/7 for general queries on shipping and waterways. Information on hours of operation, waterways and their characteristics, bridge clearances, water levels, flows, possible routes, shipping rights, recreational trips, work in progress on waterways, reporting incidents, etc. can be obtained at any time on: 0800 30 440 or 09 253 94 71, via mail ris.evergem@vlaamsewaterweg.be or via VisuRIS.be.

Source: De Vlaamse Waterweg nv

1/8A WWW.KUSTWEERBERICHT.BE

NtM 2018-1/8A cancelled

The Oceanographic Meteorological Station (OMS of afdeling KUST) prepares daily several marine weather reports with the hydro-meteo forecasts for the next hours up to five days in advance. The tidal forecasts prepared by the OMS hydrometeorologists are of vital importance for the operational spring tide warning system.

Forecasts can be consulted on the website: www.kustweerbericht.be

Source: MDK - afdeling KUST - Vlaamse Hydrografie
WEATHER FORECASTS AND ANNOUNCEMENTS OF STORMY WEATHER AND GALE FORCE WINDS

1. General

1. The Royal Meteorological Institute of Belgium (abbr. KMIB) provides shipping along the Belgian coast with reports of gale force winds, in addition to the common weather- and storm reports. All these reports apply to the following two maritime zones:
   - Dover and Belgian coastal area
     Area bordered in the English Channel by the imaginary straight line stretching from Beachy Head to the estuary of the Somme river on one side, and by the parallel of 51°24'95 N in the North Sea on the other side.
   - Thames
     Zone between the parallels of 51°24'95 N and 52°47'95 N in the North Sea.

2. Wind speeds are expressed in units of the Beaufort scale.

3. The radio announcements will be made by the coastal station Oostende-Radio in both Dutch and English.

4. Ostend Radio will also announce stormy weather and gale force wind over VHF for the Scheldt area.

2. Weather reports

Broadcasting by Oostende-Radio:

IN TELEPHONY: op 2761 kHz and VHF channel 27, in English and in Dutch, after previous announcement on 2182 kHz and VHF channel 16.
On fixed hours: 0720 LT and 0820 UTC and 1720 UTC.

ON NAVTEX:
International frequency 518kHz in English at 0710 and 1910 UTC.
National frequency 490kHz in Dutch at 0810 - 1210 - 1610 and 2010 UTC.

3. Storm reports

1. The announcement will be made when wind speeds of 8 or up are expected, but no earlier than 18 hours before the storm will reach the affected area.

2. Wind changes during the storm will be announced at least 3 hours in advance but no earlier than 6 hours in advance.

3. A message will also be sent when there is no longer any danger of storms.

4. Broadcasts by Oostende-Radio:
   In the text of the radio transmissions the wind speed and direction, as well as the affected area and the expected evolution will be mentioned if possible.
The broadcasts will be done:

- **in telephony:** on the same frequencies as the normal weather reports:
  - immediately upon reception at the coastal station.
  - at the end of the first two compulsory periods of silence
The first broadcast will also be announced over DSC (Digital Selective Call) on VHF K 70 and on medium wave 2187.5 kHz.

- **via NAVTEX**
  On 518 kHz and 490 kHz immediately upon reception at the coast station and then according to the fixed broadcast schedule:
  - on 518 kHz: 0310 - 0710 - 1110 - 1510 - 1910 - 2310 UTC
  - on 490 kHz: 0010 - 0410 - 0810 - 1210 - 1610 - 2010 UTC
  As long as the storm lasts.

5. Broadcasts of storm warnings for the Scheldt area from wind speed 6 on by Oostende-radio on K24 VHF after previous announcement on K16:
- immediately upon reception at the coastal station;
- then once more at H + 48min
The first broadcast will be also announced via DSC (Digital Selective Call) on VHF K70.

4. Gale force wind warnings

1. The announcement will be made when it is expected that the wind will blow with a force of 6 or 7 for at least three hours, but the announcement will not be made earlier than 12 hours in advance.

2. Report will be made when there is no longer a danger of gale force winds.

3. Broadcasts by Oostende-Radio:
   The broadcasts will be made in telephony and over NAVTEX on the same frequencies and times mentioned in subparagraph 4 of the storm reports mentioned above.
   The first broadcast will also be announced over DSC on VHF channel 70 and MF 2187.5 kHz.

4. Broadcasts of storm warnings for the Scheldt area from force 6 on made by Oostende Radio:
   on K24 VHF after earlier announcement on K16:
   - immediately upon reception at the coastal station;
   - then once more at H + 48min
   The first broadcast will be also announced via DSC (Digital Selective Call) on VHF K70.

5. Special storm warning for coastal fishing with regard to sudden storms

These special notices originating from the “afdeling Scheepvaartbegeleiding” are sent on the frequency 2761 kHz and VHF channel 27 (after announcement on the frequencies 2182 kHz and VHF ch16), and on the national navtex 490 kHz, immediately upon reception.

*Source: Ministerie van Defensie - Marinecomponent*
1/8C GNB MANAGEMENT AREA: PROCEDURE IN EXTREME WEATHER

NLM 2018-1/8C

Article 1
1. An extreme weather situation means: a weather situation that affects the safety of shipping in the GNB management area such that, in the opinion of the Gemeenschappelijke Nautische Autoriteit (GNA), additional measures are required for the safe and smooth flow of shipping traffic.
2. The Gemeenschappelijke Nautische Autoriteit (GNA) can take preventive action in the event of an extreme weather situation as referred to in paragraph 1 forecast by an accredited (meteorological) service.

Article 2
If an extreme weather situation has been forecast, the GNA advisor and GNA Head of Nautical Operations shall, after consulting with pilots, determine the most favourable measures in connection with safety. Possible measures could include:
• selective or general ban on arrivals and departures;
• selective or complete blocking per port area;
• additional assistance imposed per ship;
• other measures that are necessary in the view

Article 3
1. The GNA shall contact the port authorities of the respective ports in the Scheldt area to inform them of the measures to be taken in good time before the measures referred to in Article 2 come into force. During this contact, at least the following matters shall be discussed:
   • vessels that are still on the river;
   • time of entry into force of the measures to be taken.
2. Partly in the light of the chain approach, from the agreed time of entry into force, in other words during the period of validity of the measures referred to in Article 2 and if these measures so require, the port authorities must contact the GNA for each ship to which the measures apply that leaves the port and for all incoming ships to which the measures apply.

Article 4
The GNA shall end the measures taken as soon as the hydro-meteorological situation allows.

Article 5
This notification enters into force on 1 August 2016. Joint Notification 02/2007 will be cancelled when these requirements come into effect.

Source: GNA Bass 074-2016 – Joint Announcement 06-2016
1/9 ACTIONS TO BE TAKEN IN CASE OF A SUBMARINE ACCIDENT (DISSUB - DISTRESSED SUBMARINE)

The first indications of a submarine being in distress and not able to surface, are the following:

- submarine indicator beacons (SEPIRB/Submarine Emergency Position Indicator Radio beacon) being released by the submarine itself;
- red smoke candles or flares, fired with regular intervals from the submarine;
- oil spots;
- air bubbles.

Every submarine has designated escape compartments, in which SMER (Submarine Escape and Rescue) equipment is stored.

SMER equipment could consist of:

- release gear for indicator beacons, life raft or messenger buoy
- white smoke candles with messenger
- pyrotechnics
- emergency underwater telephone with DISSUB bleeper
- Personal Locator Beacons (PLB)
- Submarine Emergency Position Indicator Radio Beacon (SEPIRB)

The indicator beacon is orange, but is difficult to spot in swell because of its low margin of buoyancy. Some have life rafts included. They can be fitted with a flashing light. They are usually tethered to the submarine. The beacons consist of an inflatable collar to support a radio unit that transmits on international distress frequencies (121.50, 243.00 or 406 MHz). Most submarines use the MMSI number added with a unique 3 figure serial number which indicates the escape compartment of which the beacon has been released. The distress signal of NL submarines will be received by the NL COASTGUARD. NAVY and COASTGUARD will conduct mutual efforts in order to carry out the rescue operation.

White smoke candles are fired from the submarine in order to locate the submarine. They remain floating on the surface and can be equipped with a message container. When picking up the smoke candle out of the water one should consider that the candles can be very hot. The firing of red flares from a submarine means that the submarine is in distress. It does not indicate that the submarine will try to surface quickly.

Since smoke candles and flares or coloured pyrotechnics (except red flares) are also used during submarine exercises, the only certain indication of a sunken submarine is the signal of the indicator beacon. As time is an essential factor when rescuing survivors, locating a submarine indicator beacon - if possible by stating the submarine’s name, such as indicated on the marker buoy - should be made known to e.g. coastguard stations for passing on to the naval authorities, as quickly as possible. Stating time and position of the located beacon as accurate as possible is of the utmost importance.

Most submarine operating nations have an organization ready in order to be able to intervene in case of submarine accidents. They will:

- establish the location of the sunken submarine as accurately as possible;
- take a vessel to the spot, preferably with lifeboats in the water, in order to be able to get survivors out of the water;
- render medical assistance to survivors already taken on board;
- take a diver-decompression room to the spot in order to treat survivors;
- make known to people in the sunken submarine that help will be rendered.
However, actions of the first ship on the spot are generally of decisive significance to the whole rescue operation.

In addition to national organisations the International Submarine Escape and Rescue Liaison Office (ISMERLO, www.ismerlo.org/www.subrescue.org) is established in Norfolk VA. This office provides a worldwide coordination capability and monitors the availability of escape and rescue elements which may assist any nation facing a submarine disaster.

It is of great importance to indicate to survivors in a sunken submarine that help is pending. This can be done by switching on the echo-sounder or by knocking on the outer hull below the waterline with a hammer. These sounds are audible in the submarine.

Rescue is still the safest means of recovering the crew of the DISSUB; however, if conditions in the submarine are deteriorating and the crew cannot risk waiting for rescue forces to arrive, they may decide to make an escape. Keeping a sharp lookout for persons in the water is therefore necessary. The floating submarine indicator buoy should be given a wide berth in order to give those trying to escape from the submarine the opportunity to surface safely. As they may be in a bad physical and mental condition, it is recommended to have a lifeboat in the water on the spot so as to render help quickly.

Note: Submarines (when submerged) will at all times navigate with extreme care in order to avoid situations which can lead to collisions or near collisions with fishing vessels and to avoid their nets. To this purpose a submarine is equipped with special sensors which can help to pass fishing vessels at a safe distance with due regard to the observance of good seamanship.

Source: Dutch Hydrography
1/10 TREATMENT OF MINES AND EXPLOSIVES FOUND AT SEA

NtM 2018-1/10 cancelled

1. Mines, torpedoes, depth charges and/or other explosives sometimes get caught or entwined in trawl nets. This is often the case when trawl net fishing is practiced in areas relatively far away from the Belgian coastline. Despite the fact that these explosives have been submerged for many years they still remain dangerous. Below are a few guidelines that must be followed when picking up such devices.

2. When a suspicious explosive device is spotted in a dredge that is still outboard, it will NOT be dragged aboard. Cutting the dredge is always the safest course of action. If possible this should happen after paying out the trawl net and dragging it away from the regular fishing grounds to more shallow water.

3. When discovering an explosive device with the content of the dredge already on deck, following actions should be taken:
   • The device should be safeguarded from any shocks.
   • The device should be stowed on the deck in such a way that it is clear from any heat or vibration sources.
   • The device should be properly secured and fastened to prevent it from moving.
   • The device should be sealed off from the outside air (This is important as an explosive that has been exposed to the atmosphere can become extremely sensitive to shocks when dry).
   • An explosive device may never be sunk in water deeper than it was first found in.

4. In order to ensure the safety of shipping and the fishing ships, the position of the sunken explosive or that of the dredge (beaconed or not beaconed), must always be reported to the MRCC COAST GUARD OSTEND in Oostende (Maritime Rescue and Coordination Centre). The MRCC Ostend will inform on his turn the Maritiem Informatie Kruispunt (MIK), Graaf Jansdijk 1, 8380 ZEEBRUGGE.

5. When a suspicious explosive device is dredged up on a position that is about 2 hours of sailing away from the Belgian coastline, this shall be reported by radio to the MRCC - COAST GUARD OSTEND in Oostende. This report will also include the estimated place and time of arrival of the vessel at the roads. With the port in sight the diver-minesweepers will come aboard the fishing vessel from a navy vessel. The minesweepers will give their advice about the possibility of sailing into port over the radio: for the port of Oostende this is traffic control, for the port of Zeebrugge this is Port-Control. In this event the fishing vessel will moor at the designated position.
   Should the minesweeper be of the opinion that the risk is too great and that defusing should be done at sea or after stranding the ship, the minesweepers will consult the MRCC-COAST GUARD OSTEND and give the appropriate instructions.

6. A ship with an explosive device aboard or in its fishing equipment will warn ships in the environment of this. When the dredge is cut or the explosive has been sunk, this position will also be reported to the ships in the vicinity and to the MRCC COAST GUARD OSTEND. The MRCC Ostend will inform on his turn the Maritiem Informatie Kruispunt (MIK).

7. In no event shall an attempt be made to dredge up a mine and sail into a port with it on personal initiative.

Source: Ministerie van Defensie - Marinecomponent
EXPLOSIVES - ACTION DIAGRAM

Found an Explosive?
- dredged up
- sucked up

On deck
• keep aboard
• stow on deck (clear from any source of heat or vibrations)
• prevent from moving
• cover up
• come to 4000m off shore (if possible)

Outboard
• put overboard (towards more shallow water) and
  beacon it
  coast \(> 4000\)m
  pipelines \(> 2000\)m
  cables \(> 2000\)m
  measuring poles \(> 1000\)m
  wrecks \(> 1000\)m
  buoys \(> 200\)m

Report to MRCC & warn vessels in the vicinity
• position
• type (explosives chart)
• measurements
1/11A PILOTAGE SERVICE AT THE SCHELDT ESTUARIES AND AT THE BELGIAN COASTAL PORTS

NtM 2018-1/11A cancelled

1. General

1. In the Western Scheldt estuaries, in open sea, towards the Belgian ports near the Scheldt and at the canal from Ghent to Terneuzen and vice versa, the pilotage service is ensured in cooperation between Flanders and the Netherlands. Commercial vessels that sail these waters have compulsory pilotage, with the exception of those mentioned in the Resolution of exemption of compulsory pilotage Scheldt regulations (cf. part 1/11B). Only Flemish pilots and the Dutch Register pilots are authorized to provide this service.

2. The compulsory pilotage at the coastal ports of Oostende, Zeebrugge and Nieuwpoort is the exclusive territory of Flemish pilots. Using the pilotage service is compulsory in the shipping waters between the pilot stations and those coastal ports, within those coastal ports and between those coastal ports and the roads next to them, except for vessels that are exempt from compulsory pilotage as mentioned in the executive resolution “intensified compulsory pilotage” of the Flemish pilotage decree (cf. part 1/11C).

2. Pilot vessels and their stations at sea

1. North of the lighted buoy KB (Kwintebank) in the area of position 51°22', 20 N - 2°42',92 E, a Flemish pilot vessel is stationed with Flemish and Dutch pilots aboard; the former for piloting ships to Belgian coastal ports and Belgian ports at the Scheldt and the canal from Ghent to Terneuzen; the latter for piloting ships to Dutch and Belgian ports at the Western Scheldt and at the canal from Ghent to Terneuzen. This Flemish pilot vessel of SWATH type has a red hull with, on both sides, in white letters, the name “WANDELAAR” and the word “PILOT”. During the day she will sail under a red flag with the white letter P. At night she will sail under the lights as determined by the “Internationaal Reglement ter Voorkoming van Aanvaringen op Zee” (the International Rules for Prevention of Accidents at Sea). She is equipped with VFH radiotelephony and listens to channels 65 and 6.

2. The Dutch pilot vessels are stationed in the Schouwenbank Junction. The large P class pilot vessel has a black hull with four yellow stripes and the word ‘PILOTS’ written in white letters on the ship’s side. The smaller SWATH vessel has a full yellow hull. The vessels listen to VHF channel 64 (Traffic Centre Steenbank) and 79 (Pilot Steenbank). From these vessels, Flemish and Dutch pilots are available for piloting vessels to Antwerp and Ghent. Ships destined for Dutch ports at the Western Scheldt are piloted by Dutch pilots. By day the pilot vessel at this station sails under a blue flag on top bearing a white letter ‘L’. At night the vessels carries the lights as required for pilot vessels by the International Regulations for Preventing Collisions at Sea. The vessel also displays a white stakel light at maximum intervals of 10 minutes. Operational execution of pilotage is coordinated on VHF channel 79 by the Pilot Steenbank from the Scheldt Coordination Centre at Flushing. Inbound unpiloted vessels receive the necessary instructions for this via VHF channel 64 and 79.

3. During periods of decreased visibility these pilot vessels (both Flemish and Dutch) give the same fog signals at their stations as the ones used by mechanically powered vessels, as determined by the International Regulations for Prevention of Accidents at Sea. They may also give a recognition signal consisting of 4 short bursts.

3. Coastal pilotage service

The coastal pilotage service at Zeebrugge is reachable for three Belgian coastal harbours on mariphone channel 9, callsign “pilotage service Zeebrugge”.

Source: MDK - DAB loodswezen
Resolution of the Flemish minister of Mobility, Public Works and Energy and the Dutch minister of Traffic and Water Affairs, as amended;

In view of article 9, second part, section a, of the Scheldt Regulations;

**Art. 1.** In this resolution the following is understood by:

1° length over all: the length over all according to Lloyd’s Register of Ships;
2° Flushing Roads: the part of the Western Scheldt that has been described as the Flushing roads area in the 1990 Western Scheldt Shipping Regulations;
3° Rhine vessel, Denmark vessel, sea-going inland waterway vessel, register: as described in the Dutch Compulsory Pilotage Resolution of 1995;
4° Gross tonnage: Gross tonnage according to Lloyd’s Register of Ships;

**Art. 2.** Without prejudice to the provisions of or pursuant to article 11 of the Scheldt Regulations, the masters of the following types of vessels are exempt from the compulsory pilotage set out in the first section of article 9 of the Scheldt Regulations.

1° inland waterway vessels, if not positioned seawards towards Flushing Roads;
2° estuary shipping: inland waterway vessels that only sail in a limited sailing area along the Belgian coast and have been registered as such by the Belgian government;
3° fluvio-marine shipping: inland waterway vessels holding a sea certificate that are limited to sailing within a particular area at sea and have been registered as such by the Belgian or Dutch authorities;
4° anchored sea-going vessels with the exception of sea-going vessels with a gross tonnage of 60,000 or more or a draught of 130 decimetres or more if not positioned seawards towards Flushing Roads.
5° Rhine vessels, Denmark vessels and sea-going inland waterway vessels that have been exempted from compulsory pilotage in accordance with the applicable legal provisions in the Netherlands and that have been registered as such in the register, if not positioned seawards towards Flushing Roads;
6° vessels built for dredging or transporting sand, dredging material or gravel unless they are used for other purposes during trips;
7° sea-going vessels owned or managed by the Flemish or Dutch pilotage services;
8° ships owned or managed by the Belgian, Flemish or Dutch government;
9° warships belonging to the Royal Navy, the Belgian Navy or an allied navy;
10° vessels sailing along a pilotage route in the territorial sea without the intention to call at or leave a port in the River Scheldt;
11° vessels sailing along a pilotage route in the territorial sea from or to the place where the pilotage ends or begins.
12° vessels moving along the same quay or making a similar short move within a shipping route.

Not exempt are sea-going vessels built or adjusted and used for the transport of mineral oil, gas or chemicals in bulk that are fully or partially loaded with these goods or are empty but have not yet been degassed or cleaned of their dangerous residues, with the exception of:

a. anchored vessels positioned seawards towards Flushing Roads;
b. vessels with a gross tonnage of less than 60,000 or with a draught of less than 130 decimetres moored at or upstream Flushing Roads.
Art. 2bis. Without prejudice to the provisions of or pursuant to article 11 of the Scheldt Regulations, the following types of vessels are exempt from the compulsory pilotage set out in the first section of article 9 of the Scheldt Regulations:

1° sea-going vessels with a length over all up to 80 metres and a draught up to 5.5 metres sailing the estuaries of the River Scheldt from the Magne buoy via Oostgat, Galgeput, Sardijngheul and the Flushing Roads to the ports of Flushing East;

2° sea-going vessels with a length over all up to 80 metres sailing the estuaries of the River Scheldt via a different navigation route than the one mentioned under 1°.

Not exempt are sea-going vessels built or adjusted and used for the transport of mineral oil, gas or chemicals in bulk that are fully or partially loaded with these goods or are empty but have not yet been degassed or cleaned of their dangerous residues, with the exception of:

a. anchored vessels positioned seawards towards Flushing Roads;

b. vessels with a gross tonnage of less than 60,000 or with a draught of less than 130 decimetre moored at or upstream Flushing Roads.

NB The exemptions from compulsory pilotage in the Scheldt estuaries will be granted as determined in:

- the 2003 Resolution on the Exemption from the Compulsory Pilotage described in the Scheldt Regulations (Belgian State Gazette of 17.07.2003, page 38348), amended by the Resolution of 18 September 2008 (Belgian State Gazette of 29.09.2008, page 50451);


Source: Stafdienst MDK

1/11C INTENSIFIED COMPULSORY PILOTAGE FOR VESSELS IN THE BELGIAN TERRITORIAL SEA AND WATERS UNDER THE AUTHORITY OF THE FLEMISH GOVERNMENT

Resolution of the Flemish Government of July 15th 2002 regarding the intensified compulsory pilotage for vessels in the Belgian territorial sea and waters under the authority of the Flemish Government.

Chapter I. General Regulations

Art. 1. For the application of this resolution we understand by:

1° decree: the decree of April 19th 1995 concerning the organisation and working of the pilotage service of the Flemish Government and concerning the qualification as port pilot;

2° minister: the Flemish minister under whose authority the pilotage service falls;

3° competent authority: the head of the Agency for Maritime and Coastal Services or any replacement appointed by the head of the agency;

4° length: the overall length;

5° inland vessel: vessel registered as being such in her country of origin or a ship that only usually sails inland waters or is meant to do so, according to the regulations of the royal decision of August 4th 1981 holding police- and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian Coast;

6° estuary shipping: inland vessels that only sail a limited area along the Belgian coast and have been registered as being such in their country of origin;

7° fluviomarine shipping: inland vessels that are limited to sailing a particular area at sea and have been registered as being such in their country of origin;
Chapter II. Compulsory Pilotage

Art. 2. The vessels, meant in article 2, 1° of the decree are obliged to take a pilot in the following waters:
1° In Belgian territorial sea between the pilotage points as they have been determined by the proper authority and in the Flemish coastal ports;
2° On the Scheldt river from the Belgian/Dutch border up to Temse;
3° On the Belgian part of the sea canal of Ghent to Terneuzen, the Moervaart, and the docks that connect to these waters;
4° The tidal ports of Oostende, Zeebrugge and Nieuwpoort and the waters between these ports and the nearby roads;
5° The entrance lanes of the locks connecting to the waters mentioned above.
The proper authority can always impose shore based pilotage. During the shore based pilotage the captain will confirm the reception of every advice, repeating the course- and sail advice and constantly reporting when and how he strays from an advice.

Chapter III. Vessels exempt from compulsory pilotage

Art. 3. Vessels that belong to one of the following categories are exempt from compulsory pilotage, as mentioned in article 2 of this decision:
1° inland vessels;
2° estuary shipping;
3° fluviomarine shipping;
4° ships with a length of less than 80 metres;
5° ships that are anchored, unless the proper authority makes a different decision;
6° ships built for dredging or transporting sand, dredging material or gravel and used for that activity;
7° ships owned or managed by the Flemish or Dutch pilotage services;
8° ships owned or managed by the Belgian, Flemish or Dutch government.

Art. 4. The directives in Article 3 notwithstanding, vessels -with the exception of inland vessels- must take a pilot in the following circumstances:
1° if completely or partially loaded with dangerous or polluting substances in bulk or empty but not yet degassed or cleaned of dangerous residues, with the exception of anchored vessels;
2° if part of a pushing convoy, unless the proper authority grants exemption;
3° if towed, unless the proper authority grants exemption.
Chapter IV. Persons exempt from compulsory pilotage

Pilot Exemption Certificate

**Art. 5.** The captain of a vessel is exempt from compulsory pilotage if the captain or an authorized officer leading navigation holds a Pilot Exemption Certificate (PEC). The minister determines the requirements the candidates must meet in order to receive a Pilot Exemption Certificate. He also determines the conditions under which that Pilot Exemption Certificate may be withdrawn.

**Art. 6.** A vessel of which the captain holds a Pilot Exemption Certificate still has to take a pilot in the following circumstances:
1° when partially or wholly loaded with dangerous or polluting substances in bulk or empty but not yet degassed or cleaned of dangerous residues, with the exception of anchored vessels;
2° if part of a pushing convoy, unless the proper authority grants exemption;
3° if towed, unless the proper authority grants exemption.

Chapter V. Exceptional cases

**Art. 7.** If a situation presents itself in which the weather or other circumstances affecting the vessel, shipping or the shipping lanes demand it, the proper authorities can:
1° impose compulsory pilotage upon the captain exempt from compulsory pilotage;
2° impose compulsory pilotage upon the vessels exempt from compulsory pilotage;
3° order the vessel to make use of more than one pilot.

**Art. 8.** For the general good of shipping and in as much as it does not endanger the safety of the shipping lane, the proper authority may exempt a ship from compulsory pilotage in the following events:
1° in the event of an emergency situation;
2° in the event it cannot be provided with a pilot within a reasonable amount of time;
3° in the event it is making a short voyage between the waters as mentioned in art. 2 of this resolution.

Chapter VI. Final remarks

**Art. 9.** The captains that lead the navigation on the vessels as mentioned in article 4, §1, 12° of the KB of June 8th 1971 holding execution of the article 4 of the law of November 3rd 1967 holding the pilotage of commercial vessels, as adjusted by the KB of October 24th 1980; on the day of the announcement of this resolution in the Belgian Statute Book, will receive a Pilot Exemption Certificate through court.

**Art. 10.** This decision takes effect on October 1st 2002.

**Art. 11.** The Flemish minister, responsible for Mobility, is burdened with the execution of this resolution.

Source: Stafdienst MDK
1/12A PILOT REQUEST ARRANGEMENT FOR VESSELS WITH AS DESTINATION A FLEMISH PORT SITUATED AT THE SCHELDT OR THE CANAL GHENT-TERNEUZEN

Pilot Request Arrangements Scheldt regulations 2013

NtM 2018-1/12A cancelled

Chapter I. Definitions

Article 1
In this decree and in the provisions on which they are based, the following terms are defined as follows:

1° Pilot request services: the operational points of contact of the Flemish and Dutch Pilotage Service, as specified in Annex 1 of this decree, which are responsible for the assignment of pilots;

2° Pilotage point: pilot's embarkation point at sea;

3° Electronic system for pilot request: APICS2 information system of the Communal Port Authority of Antwerp, ENIGMA+ of the Ghent Port Authority agh and Zeeland Seaports, ENSOR of the Port of Ostend (AG), ZEDIS of the Bruges Navigation Company in Zeebrugge (MBZ), and LIS21 of the Flemish and Dutch Pilotage Service;

4° ETD: Estimated Time of Departure, expected time of departure as indicated by the agent;

5° ETA: Estimated Time of Arrival, expected time of arrival at the pilotage point as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage point. This time can be modified by the ship's captain;

6° "Pilot required": the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;

7° Arrival type: the information indicated by the agent regarding the required route of the voyage for inbound seagoing vessels and a voyage between two ports within the operational area;

8° GTO: the required time of arrival as indicated by the agent. The vessel will proceed at this time and may be assigned a pilot. This time cannot be changed by the vessel's captain;

9° GTA: the required time of arrival in the port as indicated by the agent. This time cannot be changed by the vessel's captain;

10° BTV: Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled The BTV cannot be lifted by the vessel's captain;

11° Pilot request time: time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;

12° Pilot order: a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;

13° Chain operation: the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;

14° Operational area: the operational area of the VTS (Vessel Traffic Services)-River Scheldt Region;

15° Means of communication: electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to vessel captains) from the pilot request services, as specified in Annex 1 of this decree;

16° Harbour Master's Services: the services specified in Annex 2 of this decree.

Chapter II. Pilot order for an inbound vessel arriving from sea

Article 2
Four different arrival types apply to inbound vessels arriving from sea:

1° Arrival type ETA: the vessel may proceed upon arrival at the pilotage point. The pilot request time is the same as the specified ETA;

2° Arrival type GTO: the vessel may proceed to the pilotage point as from the required time. The pilot request time is the same as the requested GTO;

3° Arrival type GTA: the ship has a required time of arrival in the port. The pilot request time is that which has been specified by the Pilotage Service to allow the vessel to proceed in accordance with the required time of arrival;

4° Arrival type BTV: the vessel may not proceed.
Article 3
1. The agents of Scheldt vessels as well as the agents of seagoing vessels that are not Scheldt vessels must report the ETA for one of the pilotage points no later than six hours prior to the pilot request time via the electronic system of the port of destination or via LIS21.
2. Within the same time span as specified in paragraph 1 above, the agent indicates via the ‘pilot required’ status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.
3. The agent also indicates the arrival type and arrival time in the case of GTO or GTA for both piloted and unpiloted vessels. The agent chooses between the four arrival types specified in Article 2, only one of which can be active at any given time.
4. A pilot order is only valid if the ETA, the ‘pilot required’ status and the arrival type/arrival time have been indicated. If these three conditions are not met, the vessel may be delayed. Any change made to these three conditions will result in an amended pilot order.
5. This article also applies if the vessel’s captain wishes to make non-obligatory use of the services of a pilot.
6. This article also applies to vessels which a pilot wishes to board in a location other than the pilotage point.

Article 4
1. Pilot orders for both Scheldt vessels and seagoing vessels that are not Scheldt vessels which were reported more than twenty-four hours in advance must be reconfirmed by the agent between twelve and at the latest six hours prior to the pilot request time.
2. If the agent does not comply with paragraph 1 above, the pilot order will be cancelled and a pilot order must be resubmitted.

Article 5
All pilot orders become active six hours prior to the pilot request time or the time at which the pilot will board the vessel based on the arrival type. From this point forward, the pilotage service will undertake the actions needed to bring the pilot on board the vessel at the required time and place.

Article 6
1. If the pilot request time is delayed by more than one hour, the agent must modify this time via the means of communication no later than the time at which the pilot order becomes active.
2. Changes made to pilot orders can only be reported via the means of communication to the pilot request service.
3. If the pilot request time is brought forward, the agent or the vessel’s captain must, depending on the arrival type, report this via the means of communication no later than six hours prior to the new pilot request time or the time at which the pilot will board the vessel based on the arrival type.
4. If, in the case of a GTA arrival type, it is not possible to bring forward the required time of arrival in the port due to current, tide or vessel speed, the most feasible or (if necessary) original pilot request time will be maintained.
5. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

Article 7
If, upon arrival at the pilotage point, there is still a delay in bringing the pilot on board at the required time due to congestion or authorisation policy, the vessel will be provided with a pilot no later than six hours after receiving authorisation for arrival.

Article 8
A cancellation must be reported immediately by the agent to the pilot request service via the means of communication.

Article 9
If the pilotage service has still not established VHF radio contact with the vessel one hour prior to pilot request time, the pilot request time will be cancelled and a new pilot order must be created.
Article 10

1. The agent must ensure that the pilot order contains at least the following information:
   1° Name and IMO number of the vessel;
   2° Call sign;
   3° Flag;
   4° Port of destination;
   5° Berth;
   6° Preferred mooring side;
   7° Expected ETA (date and time) and the relevant pilotage point;
   8° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
   9° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   10° Name of the agent;
   11° Length overall;
   12° Width overall;
   13° Current maximum draught in fresh water (in decimetres);
   14° Maximum navigation speed;
   15° Current freeboard (in decimetres) or freeboard height of the pilot’s door;
   16° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay at the pilotage station.

2. The agent must ensure that changes made to the pilot order contain at minimum the following information:
   1° Name and IMO number of the vessel;
   2° Port of destination;
   3° Berth;
   4° Pilotage point;
   5° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   6° Modified pilot request time;
   7° Notes (optional).

3. The agent must ensure that a cancellation of the pilot order contains at a minimum the following information:
   1° Name and IMO number of the vessel;
   2° Port of destination;
   3° Berth;
   4° Pilotage point;
   5° To-be-cancelled ETA;
   6° Notes (optional).

Chapter III. Pilot order for a departing vessel and berth shifting, including a voyage between two ports in the same operational area

Article 11

1. The agents of Scheldt vessels as well as the agents of seagoing vessels that are not Scheldt vessels must report the pilot order no later than three hours prior to the pilot request time via the electronic system of the port of departure or via LIS21.

2. Within the same time span as specified in paragraph 1 above, the agent indicates via the ‘pilot required’ status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.

3. For a voyage between two ports within the same operational area, the agent of the port of departure always specifies the ETD berth, but only once it has been settled with the agent of the port of arrival that the voyage between the two ports can be made without delay.

4. In ports with tidal berths, if the harbour master’s office communicates the RTD berth to the pilot request service at least three hours in advance via het electronic system; this RTD berth will serve as pilot request time.

5. For vessels with a berth behind the lock at Antwerp, Zeebrugge and Ostend, the harbour master’s office reports the RTD lock to the pilot request service at least three hours in advance via the electronic system. This RTD lock will serve as the pilot request time.

6. In Ghent and Terneuzen, the agent for a vessel with a berth behind the locks must inform the harbour master’s service of his ETD berth in a timely manner. The harbour master’s office can convert this ETD berth to an RTD berth based on the lock schedule and report this via the means of communication. In this case, this RTD berth serves as pilot request time and must be reported via the means of communication.

7. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

8. This article also applies if the vessel’s captain wishes to make non-obligatory use of the services of a pilot.
Article 12
1. The pilot order becomes active three hours prior to pilot request time. From this point forward, the pilotage service will undertake the actions needed to bring the pilot on board the vessel at the required time and place.
2. From this point forward, every change and/or cancellation must be reported by the agent to the pilot request service via the means of communication.

Article 13
1. If the pilot request time or the ETD berth is delayed by more than one hour, the agent must report this change via the means of communication at the very latest before the pilot order becomes active.
2. A change made to an active request time can only be reported to the pilot request service via the means of communication.
3. If the pilot request time is brought forward, the agent must adjust the pilot request time no later than three hours prior to the new departure time.
4. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

Article 14
1. There are three different arrival types which apply to a voyage between two ports within the same operational area, one of which must be indicated by the agent of the port of arrival. These arrival types can have an impact on the course of the voyage following the pilot order by the agent of the port of departure based on ETD or lock schedule:
   1° Arrival type ETA: the vessel may proceed upon departure from the other port;
   2° Arrival type GTA: the ship has a required time of arrival in the port;
   3° Arrival type BTV: the vessel may not proceed.
2. In addition, the agent of the port of arrival indicates the arrival type for both piloted and unpiloted vessels. The agent can choose one of the three arrival types specified in paragraph 1, only one of which can be active at any given time.
3. If the Common Nautical Authority sends the vessel to sea, the procedure that applies to a vessel arriving from sea will enter force for the agent of the port of arrival.

Article 15
1. A cancellation must be immediately reported by the agent to the pilot request service via the means of communication.
2. If the pilot on board the vessel at pilot request time determines that the vessel will be unable to depart within one hour for whatever reason, the pilotage service can cancel the pilot request time and the agent must specify a new pilot request time.

Article 16
1. The agent must ensure that the pilot order at least contains the following information:
   1° Name and IMO number of the vessel;
   2° Call sign;
   3° Flag;
   4° Current berth;
   5° Destination: name of pilotage point, port of destination within operational area or new berth after being shifted;
   6° Date, pilot request time or ETD berth (behind the locks);
   7° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
   8° Name of the agent;
   9° Length overall;
   10° Width overall;
   11° Current maximum draught in fresh water (in decimetres);
   12° Maximum navigational speed;
   13° Current freeboard (in decimetres) or freeboard height of the pilot’s door (if present);
   14° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay.
2. When any change is made to the RTD lock or RTD berth, the agent will report at least the following information via the electronic system:
   1° Name and IMO number of the vessel;
   2° Adjusted RTD lock or RTD berth (pilot request time);
   3° Notes.
3. If a pilot order is cancelled, the agent will at the very least report the following information to the pilot request service:
   1° Name and IMO number of the vessel;
   2° Pilot order to be cancelled;
   3° Notes.

Chapter IV. Sequence for supplying a pilot

Article 17
1. A vessel is provided with a pilot or takes part in remote pilotage based on the sequence of the pilot request time unless there is a specific arrangement in place based on chain operation.
2. If a vessel needs the pilot earlier than the pilot request time, this vessel will not be provided with a pilot earlier than the pilot request time unless a pilot becomes available earlier or the vessel can be entered into the remote pilotage system earlier.

Article 18
The following vessels are always provided with a pilot on a priority basis, even if this results in a delay to the provision of pilots to vessels having a valid pilot request time:
   1° Vessels in distress;
   2° Tide-dependent or current-dependent vessels;
   3° Vessels for which a deviation in the pilot request time applies by order of a competent authority.

Chapter V. Additional formalities

Article 19
If the vessel calls at a Flemish or Dutch port for the first time and/or there has been a change in the vessel information, the following documents must be submitted (preferably in electronic form) to the Flemish Pilotage Service, Boulevard de Ruyter 2, 4381 KA Vlissingen, Netherlands; e-mail: info@loodswezen.be, fax: +31 (0)118 42 45 27:
   1° Copy of the Wheelhouse Poster (IMO resolution 601(15));
   2° Copy of the Pilot Card if the Wheelhouse Poster is not available.

Article 20
Agents may request an access code to LIS21 from the Flemish or Dutch pilotage service. This request must be submitted in writing or by fax or e-mail and must include the agent’s contact information both during and outside office hours.

Chapter VI. Emergency procedures

Article 21
If an electronic system is unavailable and the initial pilot order cannot be processed electronically, the agent or the vessel’s captain must report the initial pilot order to the pilot request service via the other means of communication.

Article 22
The harbour master’s office or the pilot request service will inform the agent or the vessel’s captain when the emergency procedure is initiated or terminated.
# CONTACT INFORMATION FOR PILOT REQUEST SERVICES

## Antwerp pilot request service
Flemish agency for Maritime Services and Coast  
Separate Management Service Pilotage  
Thonetlaan 102 bus 1  
2050 Antwerp, Belgium

<table>
<thead>
<tr>
<th>Contact Type</th>
<th>Phone Numbers</th>
</tr>
</thead>
</table>
| Phone (24 hrs.)      | +32 (0)3 232 02 29  
                       | +32 (0)3 231 89 52  
| Mobile (24 hrs.)     | +32 (0)476 58 01 49  
| Fax (24 hrs.)        | +32 (0)3 232 20 85  
| Administration       | +32 (0)3 222 40 06  
| Website              | [www.loodswezen.be](http://www.loodswezen.be)  
| Electronic system    | APICS2 & LIS21  
| E-mail               | for vessel captains only  
| via Wandelaar        | orderpilot@loodswezen.be  
| via Steenbank        | scheldepilot@loodswezen.nl  

## Ghent pilot request service
Flemish Agency for Maritime Services and Coast  
Separate Management Service Pilotage  
Motorstraat 109  
9000 Ghent, Belgium

<table>
<thead>
<tr>
<th>Contact Type</th>
<th>Phone Numbers</th>
</tr>
</thead>
</table>
| Phone (24 hrs.)      | +32 (0)9 250 57 11 (main number)  
                       | +32 (0)9 250 57 12  
                       | +32 (0)9 250 57 13  
                       | +32 (0)9 250 57 14  
| Mobile (24 hrs.)     | +32 (0)478 58 14 80  
| Fax (24 hrs.)        | +32 (0)9 251 63 21  
| Administration       | +32 (0)9 250 57 30  
| Website              | [www.loodswezen.be](http://www.loodswezen.be)  
| Electronic system    | ENIGMA+ & LIS21  
| E-mail               | for vessel captains only  
| via Wandelaar        | orderpilot@loodswezen.be  
| via Steenbank        | scheldepilot@loodswezen.nl  

---

NtM 2019-01
### Pilot request service for coastal ports
Flemish Agency for Maritime Services and Coast
Separate Management Service Pilotage
Car Ferry-gebouw
Doverlaan, 7 box 2
8380 Zeebrugge, Belgium

<table>
<thead>
<tr>
<th>Phone (24 hrs.)</th>
<th>+32 (0)50 35 52 39</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile (24 hrs.)</td>
<td>+32 (0)478 58 21 10</td>
</tr>
<tr>
<td>Administration</td>
<td>+32 (0)50 55 77 30</td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.loodswezen.be">www.loodswezen.be</a></td>
</tr>
<tr>
<td>Electronic system</td>
<td>ZEDIS-ENSOR-LIS21</td>
</tr>
<tr>
<td>E-mail</td>
<td>for vessel captains only</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:orderpilot@loodswezen.be">orderpilot@loodswezen.be</a></td>
</tr>
</tbody>
</table>

### Flemish pilot request service in Vlissingen
Flemish Agency for Maritime Services and Coast
Separate Management Service Pilotage
Boulevard de Ruyter 2
4381 KA Vlissingen, Netherlands

<table>
<thead>
<tr>
<th>Phone (24 hrs.)</th>
<th>+31 (0)118 42 45 40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile (24 hrs.)</td>
<td>+32 (0)473 89 70 02</td>
</tr>
<tr>
<td>Fax (24 hrs.)</td>
<td>+31 (0)118 43 15 37</td>
</tr>
<tr>
<td>Administration</td>
<td>+31(0)118 42 45 04</td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.loodswezen.be">www.loodswezen.be</a></td>
</tr>
<tr>
<td>Electronic system</td>
<td>APICS2, ENIGMA+ &amp; LIS21</td>
</tr>
<tr>
<td>E-mail</td>
<td>for vessel captains only</td>
</tr>
<tr>
<td>via Wandelaar</td>
<td><a href="mailto:orderpilot@loodswezen.be">orderpilot@loodswezen.be</a></td>
</tr>
<tr>
<td>via Steenbank</td>
<td><a href="mailto:scheldepilot@loodswezen.nl">scheldepilot@loodswezen.nl</a></td>
</tr>
</tbody>
</table>

### Pilot request service for Dutch Scheldt ports
Dutch Pilotage Service
Boulevard de Ruyter 8
4381 KA Vlissingen, Netherlands

<table>
<thead>
<tr>
<th>Phone (24 hrs.)</th>
<th>+31 (0)118 48 95 09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile (24 hrs.)</td>
<td>+31 (0)118 48 23 21</td>
</tr>
<tr>
<td>Administration</td>
<td>+31 (0)118 48 95 00</td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.loodswezen.nl">www.loodswezen.nl</a></td>
</tr>
<tr>
<td>Electronic system</td>
<td>ENIGMA+ &amp; LIS21</td>
</tr>
<tr>
<td>E-mail</td>
<td>for vessel captains only</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:scheldepilot@loodswezen.nl">scheldepilot@loodswezen.nl</a></td>
</tr>
</tbody>
</table>
## ANNEX 2

### CONTACT INFORMATION FOR HARBOUR MASTER’S OFFICES

<table>
<thead>
<tr>
<th>Harbour Master’s Office</th>
<th>Address</th>
<th>Telephone</th>
<th>Fax</th>
<th>E-mail</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Antwerp Harbour Master’s Office</strong></td>
<td>Zandvlietsluis blok A, 3rd floor, 2040 Zandvliet, Belgium</td>
<td>03 205 21 82 - 83 - 84 - 85</td>
<td>03 205 20 25</td>
<td>HAV_HKD/HVL/ACC@haven.antwerpen.be</td>
<td><a href="http://www.portofantwerp.com">www.portofantwerp.com</a></td>
</tr>
<tr>
<td><strong>Ghent Harbour Master’s Office</strong></td>
<td>J. Kennedylaan 32, 9042 Ghent, Belgium</td>
<td>09 251 04 57</td>
<td>09 251 60 62</td>
<td><a href="mailto:kd@havengent.be">kd@havengent.be</a></td>
<td><a href="http://www.portofghent.be">www.portofghent.be</a></td>
</tr>
<tr>
<td><strong>Zeebrugge Harbour Master’s Office</strong></td>
<td>Isabellalaan 1, 8380 Zeebrugge, Belgium</td>
<td>050 54 32 40</td>
<td>050 54 32 49</td>
<td><a href="mailto:hkd@mbz.be">hkd@mbz.be</a></td>
<td><a href="http://www.portofzebrugge.be">www.portofzebrugge.be</a></td>
</tr>
<tr>
<td><strong>Ostend Harbour Master’s Office</strong></td>
<td>Slijkensesteenweg 2, 8400 Ostend, Belgium</td>
<td>059 34 07 11</td>
<td>059 34 07 10</td>
<td><a href="mailto:Harbour.Master@portofoostende.be">Harbour.Master@portofoostende.be</a></td>
<td><a href="http://www.portofoostende.be">www.portofoostende.be</a></td>
</tr>
<tr>
<td><strong>Zeeland Seaports Port Authority</strong></td>
<td>Schelpenpad 2, 4531 PD Terneuzen, Netherlands</td>
<td>+ 31 115 64 74 44</td>
<td>+ 31 115 64 74 45</td>
<td>hd.zeelandseaports.com</td>
<td><a href="http://www.zeelandseaports.com">www.zeelandseaports.com</a></td>
</tr>
</tbody>
</table>

Source: DAB Loodswezen
1/12B REQUEST ARRANGEMENTS FOR VESSELS HAVING A FLEMISH PORT AS DESTINATION AND FOR A VOYAGE BETWEEN TWO FLEMISH PORTS

Pilot request arrangements Pilotage Decree

NTM 2018-1/12B cancelled

Chapter I. - Definitions

Article 1
In this decree, the following terms are defined as follows:

1° pilot request services: the operational points of contact of the Flemish Pilotage Service, who are responsible for the assignment of pilots, as specified in Annex 1 which has been included with this decree;

2° pilotage point: pilot's embarkation point at sea;

3° electronic system for the pilot order: APICS2 information system of the Communal Port Authority of Antwerp, ENIGMA+ of the Ghent Port Authority NV, ENSOR of the Port of Ostend (AG), ZEDIS of the Bruges Navigation Company in Zeebrugge NV and LIS21 of the Flemish and Dutch Pilotage Service;

4° ETD: Estimated Time of Departure, expected time of departure as indicated by the agent;

5° ETA: Estimated Time of Arrival, expected time of arrival at the pilotage point as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage point. This time can be changed by the captain;

6° "pilot required": the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;

7° arrival type: the information indicated by the agent regarding the required route of the voyage for inbound sea-going vessels and a voyage between two Flemish ports;

8° GTO: the required time of arrival as indicated by the agent. The vessel will proceed at this time and may be assigned a pilot. This time cannot be changed by the captain;

9° GTA: the required time of arrival in the port as indicated by the agent. This time cannot be changed by the captain;

10° BTV: Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the captain;

11° pilot request time: time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;

12° pilot order: a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;

13° chain operation: the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;

14° means of communication: electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to captains) from the pilot request services, as specified in Annex 1 which has been included with this decree;

15° Harbour Master’s Services: the services specified in Annex 2 which has been included with this decree;

16° competent authority: the Shipping Assistance Division of the Agency for Maritime Services and Coast;

17° RTD: Requested Time of Departure. This is the planned time of departure of a vessel from a given point.

Chapter II. - Pilot order for an inbound vessel arriving from sea

Article 2
Four different arrival types apply to inbound vessels arriving from sea:

1° arrival type ETA: the vessel may proceed upon arrival at the pilotage point. The pilot request time is the same as the specified ETA;

2° arrival type GTO: the vessel may proceed to the pilotage point as from the required time. The pilot request time is the same as the requested GTO;
3° arrival type GTA: the vessel has a required time of arrival in the port. The pilot request time is that which has been specified by the Pilotage Service to allow the vessel to proceed in accordance with the required time of arrival;
4° arrival type BTV: the vessel may not proceed.

Article 3
1. The agent of a vessel must report the ETA for the pilotage point Wandelaar no later than six hours prior to the pilot request time via the electronic system of the port of destination or via LIS21.
2. Within the same time span as specified in paragraph 1 above, the agent indicates via the “pilot required” status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.
3. The agent also indicates the arrival type and arrival time in the case of GTO or GTA both for piloted and for unpiloted vessels. The agent chooses between the four arrival types specified in Article 2, only one of which can be active at any given time.
4. A pilot order is only valid if the ETA, the “pilot required” status and the arrival type/arrival time have been indicated. If these three conditions are not met, the vessel may be delayed. Any change made to these three conditions will result in an amended pilot order.
5. This article also applies if the captain wishes to make non-obligatory use of the services of a pilot.
6. This article also applies to vessels which a pilot wishes to board in a location other than the pilotage point.

Article 4
1. A pilot order which was reported more than twenty-four hours in advance must be reconfirmed by the agent between twelve and at the latest six hours prior to the pilot request time.
2. If the agent does not comply with paragraph 1 above, the pilot order will be cancelled and a pilot order must be resubmitted.

Article 5
All pilot orders become active six hours prior to the pilot request time or the time at which the pilot will board the vessel based on the arrival type. From this point forward, the pilotage service will undertake the actions needed to bring the pilot on board the vessel at the required time and place.

Article 6
1. If the pilot request time is delayed by more than one hour, the agent must modify this time via the means of communication no later than the time at which the pilot order becomes active.
2. A change made to a pilot order can only be reported via the means of communication to the pilot request service.
3. If the pilot request time is brought forward, the agent or the captain must, depending on the arrival type, report this via the means of communication no later than six hours prior to the new pilot request time or the time at which the pilot will board the vessel based on the arrival type.
4. If, in the case of a GTA arrival type, it is not possible to bring forward the required time of arrival in the port due to current, tide or vessel speed, the most feasible or (if necessary) original pilot request time will be maintained.
5. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

Article 7
If, upon arrival at the pilotage point, there is still a delay in bringing the pilot on board at the required time due to congestion or authorisation policy, the vessel will be provided with a pilot no later than six hours after receiving authorisation for arrival.

Article 8
A cancellation must be reported immediately by the agent to the pilot request service via the means of communication.

Article 9
If the pilotage service has still not established VHF radio contact with the vessel one hour after the pilot request time, the pilot request time will be cancelled and a new pilot order must be created.
Article 10
1. The agent must ensure that the pilot order at least contains the following information:
   1° Name of the vessel and IMO number;
   2° Call sign;
   3° Flag;
   4° Port of destination;
   5° Berth;
   6° Preferred mooring side;
   7° The expected ETA (date and time) and the pilotage point;
   8° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
   9° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   10° Name of the agent;
   11° Length overall;
   12° Width overall;
   13° Current maximum draught in fresh water (in decimetres);
   14° Maximum navigational speed;
   15° Current freeboard (in decimetres) or freeboard height of the pilot's door;
   16° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay at the pilotage station.

2. The agent must ensure that a change made to the pilot order contains at a minimum the following information:
   1° Name of the vessel and IMO number;
   2° Port of destination;
   3° Berth;
   4° Pilotage point;
   5° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   6° Changed pilot request time;
   7° Notes (optional).

3. The agent must ensure that a cancellation of the pilot order contains at a minimum the following information:
   1° Name of the vessel and IMO number;
   2° Port of destination;
   3° Berth;
   4° Pilotage point;
   5° ETA to be cancelled;
   6° Notes (optional).

Chapter III. - Pilot order for a departing vessel and berth shifting, including a voyage between two Flemish ports

Article 11
1. The agent must report the pilot order no later than three hours prior to the pilot request time via the electronic system of the port of departure or via LIS21.
2. Within the same time span as specified in paragraph 1 above, the agent indicates via the “pilot required” status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.
3. For a voyage between two Flemish ports, the agent of the port of departure always specifies the ETD berth, but only once it has been settled with the agent of the port of arrival that the voyage between the two ports can be made without delay.
4. In ports with tidal berths, if the harbour master’s office communicates the RTD berth to the pilot request service at least three hours in advance via the electronic system, this RTD berth will serve as pilot request time.
5. For vessels with a berth behind the lock at Zeebrugge and Ostend, the harbour master’s office reports the RTD lock to the pilot request service at least three hours in advance via the electronic system. This RTD lock will serve as the pilot request time.
6. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.
7. This article also applies if the captain wishes to make non-obligatory use of the services of a pilot.

Article 12
1. The pilot order becomes active three hours prior to pilot request time. From this point forward, the pilotage service will undertake the actions needed to bring the pilot on board the vessel at the required time and place.
2. From this point forward, every change and/or cancellation must be reported by the agent to the pilot request service via the means of communication.

**Article 13**

1. If the pilot request time or the ETD berth is delayed by more than one hour, the agent must report this change via the means of communication at the latest before the pilot order becomes active.
2. A change made to an active request time can only be reported to the pilot request service via the means of communication.
3. If the pilot request time is brought forward, the agent must adjust the pilot request time no later than three hours prior to the new departure time.
4. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

**Article 14**

1. There are three different arrival types which apply to a voyage between two Flemish ports, one of which must be indicated by the agent of the port of arrival. These arrival types can have an impact on the course of the voyage following the pilot order by the agent of the port of departure based on ETD or lock schedule:
   1° arrival type ETA: the vessel may proceed upon departure from the other port;
   2° arrival type GTA: the vessel has a required time of arrival in the port;
   3° arrival type BTV: the vessel may not proceed.
2. The agent of the port of arrival indicates the arrival type both for piloted and for unpiloted vessels. The agent can choose one of the three arrival types specified in paragraph 1, only one of which can be active at any given time.
3. If the competent authority sends the vessel to sea, the procedure that applies to a vessel arriving from sea will come into force for the agent of the port of arrival.

**Article 15**

1. A cancellation must be immediately reported by the agent to the pilot request service via the means of communication.
2. If the pilot on board the vessel at pilot request time determines that the vessel will be unable to depart within one hour for whatever reason, the pilotage service can cancel the pilot request time and the agent must specify a new pilot request time.

**Article 16**

1. The agent must ensure that the pilot order at least contains the following information:
   1° Name of the vessel and IMO number;
   2° Call sign;
   3° Flag;
   4° Current berth;
   5° Destination: pilotage point, port of destination or new berth after being shifted;
   6° Date, pilot request time or ETD berth (behind the locks);
   7° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
   8° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   9° Name of the agent;
   10° Length overall;
   11° Breadth overall;
   12° Current maximum draught in fresh water (in decimetres);
   13° Maximum navigational speed;
   14° Current freeboard (in decimetres) or freeboard height of the pilot’s door (if present);
   15° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay.
2. When any change is made to the RTD lock or RTD berth, the agent will report at least the following information via the electronic system:
   1° Name of the vessel and IMO number;
   2° Adjusted RTD lock or RTD berth (pilot request time);
   3° Notes.
3. If a pilot order is cancelled, the agent will at the very least report the following information to the pilot request service:
   1° Name of the vessel and IMO number;
   2° Pilot order to be cancelled;
   3° Notes.
Chapter IV. - Sequence for supplying a pilot

Article 17
1. A vessel is provided with a pilot or takes part in remote pilotage based on the sequence of the pilot request time unless there is a specific arrangement in place based on chain operation.
2. If a vessel needs the pilot earlier than the pilot request time, this vessel will not be provided with a pilot earlier than the pilot request time unless a pilot becomes available earlier or the vessel can be entered into the remote pilotage system earlier.

Article 18
The following vessels are always provided with a pilot on a priority basis, even if this results in a delay to the provision of pilots to vessels having a valid pilot request time:
1° A vessel in distress;
2° A tide-dependent or current-dependent vessel;
3° A vessel for which a deviation in the pilot request time applies by order of the competent authority.

Chapter V. - Additional formalities

Article 19
If the vessel calls at a Flemish port for the first time and/or there has been a change in the vessel information, the following documents must be submitted (preferably in electronic form) in advance to the Flemish Pilotage Service, Boulevard de Ruyter 2, 4381 KA Vlissingen, Netherlands; e-mail: info@loodswezen.be, fax: +31 (0)118 42 45 27:
1° Copy of the Wheelhouse Poster (IMO resolution 601(15));
2° Copy of the Pilot Card if the Wheelhouse Poster is not available.

Article 20
Agents may request an access code to LIS21 from the Flemish pilotage service. This request must be submitted in writing or by fax or e-mail and must include the agent’s contact information both during and outside office hours.

Chapter VI. - Emergency procedures

Article 21
If an electronic system is unavailable and the initial pilot order cannot be processed electronically, the agent or the captain must report the initial pilot order to the pilot request service via the other means of communication.

Article 22
The harbour master’s office or the pilot request service will inform the agent or the captain when the emergency procedure is initiated or terminated.
ANNEX 1

CONTACT INFORMATION FOR PILOT REQUEST SERVICES

1° Antwerp pilot request service
Flemish Agency for Maritime Services and Coast
Separate Management Service Pilotage
Thonetaan 102 bus 1
2050 Antwerp
Belgium

<table>
<thead>
<tr>
<th>Tel. 24/7:</th>
<th>+32 (0)3 232 02 29</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+32 (0)3 231 89 52</td>
</tr>
<tr>
<td>Mobile (24/7):</td>
<td>+32 (0)476 58 01 49</td>
</tr>
<tr>
<td>Fax (24/7):</td>
<td>+32 (0)3 232 20 85</td>
</tr>
<tr>
<td>Administration:</td>
<td>+32 (0)3 222 40 06</td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.loodswezen.be">www.loodswezen.be</a></td>
</tr>
<tr>
<td>Electronic system:</td>
<td>APICS2 &amp; LIS21</td>
</tr>
<tr>
<td>E-mail:</td>
<td>for captains only</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:orderpilot@loodswezen.be">orderpilot@loodswezen.be</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:secretariaat-SVM@portofantwerp.com">secretariaat-SVM@portofantwerp.com</a></td>
</tr>
</tbody>
</table>

2° Ghent pilot request service
Flemish Agency for Maritime Services and Coast
Separate Management Service Pilotage
Motorstraat 109
9000 Ghent, Belgium

<table>
<thead>
<tr>
<th>Tel. 24/7:</th>
<th>+32 (0)9 250 57 11 (main number)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+32 (0)9 250 57 12</td>
</tr>
<tr>
<td></td>
<td>+32 (0)9 250 57 13</td>
</tr>
<tr>
<td></td>
<td>+32 (0)9 250 57 14</td>
</tr>
<tr>
<td>Mobile (24/7):</td>
<td>+32 (0)478 58 14 80</td>
</tr>
<tr>
<td>Fax (24/7):</td>
<td>+32 (0)9 251 63 21</td>
</tr>
<tr>
<td>Administration:</td>
<td>+32 (0)9 250 57 30</td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.loodswezen.be">www.loodswezen.be</a></td>
</tr>
<tr>
<td>Electronic system:</td>
<td>ENIGMA+ &amp; LIS21</td>
</tr>
<tr>
<td>E-mail:</td>
<td>for captains only</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:orderpilot@loodswezen.be">orderpilot@loodswezen.be</a></td>
</tr>
</tbody>
</table>
### 3rd Pilot request service for coastal ports

**Flemish Agency for Maritime Services and Coast**  
Separate Management Service Pilotage  
Car Ferry building  
Doverlaan 7 box 2  
8380 Zeebrugge, Belgium

<table>
<thead>
<tr>
<th>Contact Method</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tel. 24/7</td>
<td>+32 (0)50 55 77 30</td>
</tr>
<tr>
<td>Mobile (24/7)</td>
<td>+32 (0)478 58 21 10</td>
</tr>
<tr>
<td>Administration</td>
<td>+32 (0)50 35 52 39</td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.loodswezen.be">www.loodswezen.be</a></td>
</tr>
<tr>
<td>Electronic system</td>
<td>ZEDIS-ENSOR-LIS21</td>
</tr>
<tr>
<td>E-mail</td>
<td>For captains only</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:orderpilot@loodswezen.be">orderpilot@loodswezen.be</a></td>
</tr>
</tbody>
</table>
## CONTACT INFORMATION FOR HARBOUR MASTER’S SERVICES

### 1° Antwerp Harbour Master’s Office

<table>
<thead>
<tr>
<th>Address</th>
<th>Zandvlietsluis blok A, 3rd floor, 2040 Zandvliet, Belgium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbour Master’s phone</td>
<td>03-205 21 82 - 83 - 85</td>
</tr>
<tr>
<td>Fax</td>
<td>03-205 20 25</td>
</tr>
<tr>
<td>E-mail</td>
<td><a href="mailto:secretariaat-SVM@portofantwerp.com">secretariaat-SVM@portofantwerp.com</a></td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.portofantwerp.com">www.portofantwerp.com</a></td>
</tr>
</tbody>
</table>

### 2° Ghent Harbour Master’s Office

<table>
<thead>
<tr>
<th>Address</th>
<th>J. Kennedylaan 32, 9042 Ghent, Belgium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbour Master’s phone</td>
<td>09-251 04 57</td>
</tr>
<tr>
<td>Fax</td>
<td>09-251 60 62</td>
</tr>
<tr>
<td>E-mail</td>
<td><a href="mailto:kd@havengent.be">kd@havengent.be</a></td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.portofghent.be">www.portofghent.be</a></td>
</tr>
</tbody>
</table>

### 3° Zeebrugge Harbour Master’s Office

<table>
<thead>
<tr>
<th>Address</th>
<th>Isabellalaan 1, 8380 Zeebrugge, Belgium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbour Master’s phone</td>
<td>050-54 32 40</td>
</tr>
<tr>
<td>Lock Master’s phone</td>
<td>050-54 32 31</td>
</tr>
<tr>
<td>Fax</td>
<td>050-54 32 49</td>
</tr>
<tr>
<td>E-mail</td>
<td><a href="mailto:hkd@mbz.be">hkd@mbz.be</a></td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.portofzeebrugge.be">www.portofzeebrugge.be</a></td>
</tr>
</tbody>
</table>

### 4° Ostend Harbour Master’s Office

<table>
<thead>
<tr>
<th>Address</th>
<th>Slijkensesteenweg 2, 8400 Ostend, Belgium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbour Master’s phone</td>
<td>059-34 07 11</td>
</tr>
<tr>
<td>Fax</td>
<td>059-34 07 10</td>
</tr>
<tr>
<td>E-mail</td>
<td><a href="mailto:Harbour.Master@portofoostende.be">Harbour.Master@portofoostende.be</a></td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.portofoostende.be">www.portofoostende.be</a></td>
</tr>
</tbody>
</table>

Source: DAB Loodswezen
USE OF THE PILOT PLUG IN PILOT OPERATIONS

NTM 2018-05/076 cancelled.

The Dutch and Flemish pilot organisations are using the Qastor software on their PPU during pilot operations in and out all ports.

The charts used are provided for the pilots by the Dutch and Flemish Hydrographic offices and are updated on a daily basis.

The output of the navigational information largely depends on the input that is being sent to the pilot plug.

Therefore the pilot organisations require a correct and updated info of the static and dynamic input. Deficiencies should be reported on the pilot card and the pilot should be informed when boarding the vessel.

We refer to:
GUIDELINES ON THE DESIGN AND USE OF PORTABLE PILOT UNITS IMPA 2016

GUIDELINES FOR THE INSTALLATION OF A SHIPBORNE AUTOMATIC IDENTIFICATION SYSTEM (AIS) IMO circ 227 Jan 2003.

Additionally smoothing settings in the GPS unit should be set to MAXIMUM 10 seconds.

Smoothing can be applied to measured positions, speeds, and courses.

The higher the smoothing value, the smoother the results will be, but the greater the time lag.

Conversely, if the smoothing value is set low, a great number of changes will occur, but there will be little time lag. As such, it is important to choose the optimal value for your own usage situation.

Smoothing values can be set between 0 and 99 seconds.

Smoothing can be set individually for position, speed, and course.

Setting a high smoothing level to position and speed, can cause the receiver to react slowly to fast turns and sudden speed changes.

A setting of less than 10 seconds is recommended for normal circumstances, default is 10 seconds. Higher settings must be used in caution.

Source: Loodswezen
Due to new pilotage forms, it is necessary to allocate other meanings to the signals shown on the seinra of the building of the Scheldt Coordination Center, in case of suspended pilotage services (pilotage in stormy weather conditions).

If the service provided by the pilotage at the pilot station Wandelaar, Steenbank or the Flushing Roads, is modified due to (weather) conditions, then the following signals will be shown using day and night lights.

1. Pilotage in stormy weather conditions

   Storm pilotage West post

   **For all vessels**

   one green light

   The pilotage at the indicated pilot stations is in no way possible.

   Storm pilotage North post

   **For all vessels**

   one red light

   The pilotage at the indicated pilot stations is in no way possible.

   **Only for not-SWATH-operable vessels**

   two green lights next to each other

   two red lights next to each other

   The pilotage at the indicated pilot stations is only possible for Swath-operable vessels. The pilot of the piloted vessels proceeding downstream must verify whether the ship where he/she currently is on board, is Swath-operable.

2. Roads service not available

   **For all vessels**

   one red light above one green light

   **For ships at anchor**

   one green light above one red light

Source: GNA: Bass 022-2013
CHAPTER 1 GENERAL REQUIREMENTS AND ALTERNATIVES DURING LOA CONDITIONS

Article 1. General
1. At the time of communication prior to entering the VTS operating area, the captain/traffic participant of a ship requiring piloting is made aware of the alternative options for the suspended “normally operational pilotage platform”.
   The following options may be presented to the ship provided it is eligible:
   a. Pilotage with a Swath vessel;
   b. Remote piloting;
   c. Wait offshore (moving or anchored).
2. The captain/traffic participant is asked a number of questions via marine VHF radio relating to manoeuvrability, equipment, communication and any particulars to enable the request to be assessed for piloting purposes.
3. Dutch or English is used for communication between the captain on board and the LOA pilot during LOA, in accordance with IMO Guidelines VTS (IMO Standard Marine Communication Phrases), where this is practical.
4. The captain of a ship not requiring piloting can use LOA on request if this ship is covered by the authorization policy and if the LOA pilot agrees.
5. LOA is provided until the pilot is on board and has taken over navigation advice.
6. Acceptance of LOA by the captain is regarded as satisfying the requirements of compulsory piloting.
7. The Common Nautical Authority (GNA) assesses whether ships meet the criteria laid down in these requirements and is responsible for the authorization policy of ships under LOA.

Article 2. Obligations of the captain during LOA
1. The captain/traffic participant immediately confirms and reiterates receipt of any advice as set out in Article 6 of the LOA Scheldt Regulations decree.
2. In accordance with Article 6 of the LOA Scheldt Regulations decree, the captain/traffic participant notifies the LOA pilot immediately of when and how he/she is deviating from advice provided by the LOA pilot.

Article 3. Ships to which no exemption may be granted and which are therefore excluded from sailing under LOA
1. Those ships that fail to meet the criteria set out in Article 7, paragraph 2, and for the Oostgat Article 10, paragraph 2, of this Joint Notification.
2. Ships loaded with substances as described in annex 1 paragraph 1, 2 and 3 of the Western Scheldt Shipping Regulations 1990 (SRW).
3. Gas tankers categorized as a “Joint Notification 01-2018 Article 1, part f”-ship (Voyage Plan IMO2 gas tanker).
4. Ships categorized as such by the Common Nautical Authority (GNA).

Article 4. Seagoing ships that are in principle excluded from sailing under LOA, but for which an exemption may be requested from the GNA
1. Ships loaded with or empty of substances as referred to in annex 1, paragraph 4 of the Western Scheldt Shipping Regulations 1990, except tankers empty of CO2, for this reason these ships fall under the normal LOA criteria as referred to in chapters 2 and 3.
2. Ships loaded with – therefore not empty of (i.e. only pertains the loaded ships) – substances other than those referred to in paragraph 1 in bulk that are Marine Pollutant.
3. An exemption from the ships referred to in paragraphs 1 and 2 may be granted if the criteria of the annex to this Joint Notification are met.

Article 5. Waterways excluded from remote piloting
1. Upstream of the Roads of Vlissingen, incl. the canal from Ghent to Terneuzen, no LOA is provided.
   There is also no “pre-sailing - pre-piloting” from a piloted ship.
2. On the “Westrond” route (Schouwenbank Junction to the vicinity of buoys WP1 / WP2), no LOA is provided.
**Article 6. LOA on the “Westrond” route (Westpit ship channel) from the vicinity of NE-Akkaert**

1. The captains of ships wishing to enter via Schouwenbank Junction / Westpit / NE Akkaert / Scheur / Wielingen and that satisfy the length/draught criteria as referred to in Article 7, paragraph 2 are asked the questions as referred to in Article 1, paragraph 2 by the Radar Pilot Steenbank upon entry into Schouwenbank Junction, after which the later decides whether the ship will be accepted.

2. After acceptance by the Radar Pilot Steenbank, Traffic Centre Steenbank will refer the entering ship on to the vicinity of the NE Akkaert buoy via the Westpit ship channel, after which the Radar Pilot Zeebrugge provides LOA to the ship not before the buoys WP1 / WP2.

3. If the entering ship is not accepted by the Radar Pilot Steenbank for technical piloting reasons, the ship will be guided by Traffic Centre Steenbank either to the Schouwenbank anchorage or to another location directly outside Schouwenbank Junction.

4. The GNA remains at all times responsible for the authorization policy.

**CHAPTER 2 THE SCHEUR/WIELINGEN WATERWAY, CRITERIA AND THE TRAFFIC CENTRES FROM WHICH LOA IS PROVIDED**

**Article 7. Inbound**

1. LOA is provided for eligible shipping on the following stretches: buoy A South / A North - Roads of Vlissingen and buoys WP3 / WP4 - Roads of Vlissingen.

2. The criteria for the LOA ship are:
   - Length overall not more than 175 m.
   - Maximum draught not more than 80 dm.

**Article 8. Outbound**

1. If the roads service has been suspended, the pilot cannot be swapped. In that case, if the pilot on board is not authorized for the sea stretch, LOA may be provided under certain conditions on the stretch as specified in Article 7, paragraph 1 from buoy W6/W7.

2. The GNA determines the conditions for the situation described in paragraph 1 on a case-by-case basis.

**Article 9. Traffic Centres**

1. Coming from the sea to the Roads of Vlissingen LOA is provided from Zeebrugge Traffic Centre in the following VTS areas:

   **Wandelaar**
   - **Call sign**: Radar Pilot Wandelaar
   - **Boundary**: The area demarcated by the buoys Middelkerkebank / A North / A South / NE Akkaert / A1-bis
   - **VHF**: # 65

   **Zeebrugge**
   - **Call sign**: Radar Pilot Zeebrugge
   - **Boundary**: The area demarcated by the buoys A1-bis / NE Akkaert / WP3-WP4 / W4-W5
   - **VHF**: # 69

2. LOA is provided from Vlissingen Traffic Centre in the VTS area:

   **Vlissingen**
   - **Call sign**: Radar Pilot Vlissingen
   - **Boundary**: The area demarcated by the buoys W4-W5/OG 17 / Roads of Vlissingen or until pilot on board
   - **VHF**: # 14
CHAPTER 3  THE STEENBANK WATERWAY - OOSTGAT APPROACH, CRITERIA AND THE TRAFFIC CENTRES FROM WHICH LOA IS PROVIDED

Article 10. Inbound
1. LOA is provided for eligible shipping on the Schouwenbank Junction - Westkapelle stretch. The pilot vessel will be in the immediate vicinity of the ship to be piloted before the ship to be piloted passes buoy OG9.
2. The criteria for the LOA ship are:
   - length overall not more than 125 m;
   - maximum draught not more than 64 dm.
3. LOA is provided on the Schouwenbank Junction stretch as far as the position where the pilot vessel can safely deliver the pilot on board and he/she takes over with navigation advice.
4. "Pre-sailing - pre-piloting": if the pilot vessel cannot safely deliver the pilot on board the ship (that meets the LOA criteria of this Joint Notification), the ship may obtain piloting advice from a pilot on another ship, as far as the Roads of Vlissingen. Advice may only be given from another ship if the ship to be piloted is in the immediate vicinity, good communication is possible and there is visual contact. This shall preferably be a pilot vessel.
5. Contrary to what is stated in Article 12, communication by the LOA pilot for ships operable via the SWATH pilotage procedure takes place on marine VHF radio channel 79 to relieve the load on the traffic channel. Steenbank Traffic Centre informs the ship when channel 79 must be on stand-by.

Article 11. Outbound
No outbound LOA is provided for the Oostgat.

Article 12. Traffic Centre
On the Schouwenbank - Westkapelle stretch, LOA is provided in the VTS area from Vlissingen Traffic Centre

Steenbank

<table>
<thead>
<tr>
<th>Call sign</th>
<th>Radar Pilot Steenbank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boundary</td>
<td>Schouwenbank Junction - Northern approach Oostgat</td>
</tr>
<tr>
<td>VHF</td>
<td># 64</td>
</tr>
</tbody>
</table>

Article 13. Piloting advice from another ship
Piloting advice from another ship is provided on the following VHF channels:

1. In the VTS area Steenbank => VHF 64
2. In the VTS area Vlissingen => VHF 14

CHAPTER 4  FINAL PROVISIONS

Article 14. Special circumstances and exceptions
Depending on the circumstances, technical options, types of ship, sort of cargo and traffic situation, the Common Nautical Authority may impose additional requirements or make derogations from and/or exceptions to these requirements.
These decisions are considered operational decisions in the sense of the decision-making procedures Decree of the Common Nautical Authority.

Article 15. Evaluation
The Standing Committee will evaluate this notification annually.

Article 16. Entry into force
This notification enters into force on 1 November 2018.
The NtM 2018-01/13B (Joint Notification 06/2017) will be cancelled when these requirements come into effect.
These requirements will be published in the Official Gazettes of the Netherlands and Belgium.
SHIPS THAT ARE ELIGIBLE FOR REMOTE PILOTING AS REFERRED TO IN ARTICLE 4.

Seagoing ships excluded from sailing under LOA:
Seagoing ships as described in Article 4, paragraphs 1 and 2 of this notification, unless they satisfy the following conditions.

CONDITIONS:

1. **LOA-IMO ship list**
The ship must appear on the list of LOA-IMO ships, in respect of which the Common Nautical Authority (GNA) has established that they are in principle eligible for “Remote Piloting” partly on the basis of the local familiarity of the captain/traffic participant.

2. **An application must have been submitted.**
Applications to appear or remain on the LOA-IMO ship list are to be made in writing to the:

   **Common Nautical Authority (GNA) VTS-Scheldt Area,**
   **Commandoweg 50,**
   **4381 BH Vlissingen.**
   **Fax: +31 (0)118 46 77 00**
   **E-mail: gna-scc@vts-scheldt.net**

   The following information must be provided:
   - name of agency
   - name of ship with IMO number (Lloyds number)
   - name of the captain(s)/traffic participant(s) with adequate local experience
   - overall length
   - Gross Tonnage (GT)
   - capacity of the largest tank in m³, the maximum loading capacity in m³ and the number of tanks of the Gas tanker not required to sail according to a voyage plan (not a Voyage Plan IMO 2 ship)
   - overview of the frequency of visits to the Western Scheldt in the previous twelve months with the name of the duty captain(s)/traffic participant(s) on board

   The GNA assesses whether or not the ship is eligible for “remote piloting”. The application referred to in 2 is answered in writing by the GNA. The shipping companies (agencies) concerned must notify changes immediately.

   The GNA may refuse to consider applications submitted less than 24 hours before the ETA Steenbank or Wandelaar for the visit in question.

   The GNA may request proof on a random-sample basis of information provided, such as the frequency of visits with the captain/traffic participant concerned.

3. **There must be a positive assessment.**
The following criteria are used for the assessment:
   - Gas tanker that is not required to sail according to a voyage plan (not a Voyage Plan Gas tanker).
   - Length overall not more than for:

<table>
<thead>
<tr>
<th>Location</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheur / Wielingen</td>
<td>140 m</td>
</tr>
<tr>
<td>Steenbank / Oostgat approach</td>
<td>110 m</td>
</tr>
</tbody>
</table>

   - Maximum draught not more than for:

<table>
<thead>
<tr>
<th>Location</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheur / Wielingen</td>
<td>60 dm.</td>
</tr>
<tr>
<td>Steenbank / Oostgat approach</td>
<td>50 dm</td>
</tr>
</tbody>
</table>
Number of voyages:

a. In the previous 4 months has the captain/traffic participant made at least 6 voyages on one of the stretches specified below, in or out or a combination of the two?

OR:

b. In the previous 12 months has the captain/traffic participant made at least 12 voyages on one of the stretches specified below, in or out or a combination of the two?

c. The stretches are:
   - Wandelaar - Roads of Vlissingen
   - Steenbank - Roads of Vlissingen

Important: one voyage in or out is counted as one.

4. Administrative procedures
The GNA is responsible for maintaining the current LOA-IMO ship lists and for making these available to the Flemish and Dutch piloting services.

Source: GNA Bass 088-2018: Joint Notification 03-2018
INDICATION OF LOCATIONS FOR REMOTE PILOTING

NtM 2018-1/13C cancelled.

Whereas the Dutch Decree on the training and competences of nautical professionals and the regulation on the training and competences of nautical professionals stipulate that Remote Piloting from the shore is only permitted from the locations specified by the competent authority;

Whereas a form of Remote Piloting for the piloting process in the piloting areas of Steenbank and Wandelaar is also provided outside the storm piloting, as referred to in the Joint Announcement acting on that topic, inter alia;

Whereas it benefits clarity to specify the locations for the entire GNB area from where Remote Piloting from the shore is allowed;

Having regard to Article 2.7, paragraph 2 of the Dutch Decree on the training and competences of nautical professionals;

the following additional provisions are laid down:

**Article 1.**
Remote piloting from the shore for the Common Nautical Management Area shall be carried out from the following locations:
- Vlissingen traffic centre
- Zeebrugge traffic centre

**Article 2. Entry into force**
These provisions shall take effect on 1 February 2015 and shall be published in the Official Gazettes of the Netherlands and Belgium

**1/14A FAIRWAYS, MAIN FAIRWAYS AND SECONDARY FAIRWAYS IN THE CONTROL AREA OF THE COMMON NAUTICAL MANAGEMENT**

Consideration Article 10, paragraph 1 of the Police and Shipping Regulations applicable to the Belgian territorial sea, coastal harbours and beaches; Considering Article 2, sub 2, under d and e, of the Shipping Regulation Western Scheldt 1990; Considering Article 2, § 2, under c and d, of the Shipping Regulation for the Lower Sea Scheldt;

The fairways in the control area of the Common Nautical Management are classified in fairways, main fairways and secondary fairways as follows:

**Article 1. Fairways**
The parts of the shipping waters marked as fairways by means of buoyage and beaconing in the area where the Police and Shipping regulations for the Belgian territorial sea, coastal harbours and beaches apply:
- the Vaargeul 1;
- the Scheur;
- the Pas van het Zand;
- the Belgian part of the Wielingen.

**Article 2. Main fairways**
Main fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the Lower Sea Scheldt are:
- the Oostgat;
- the Sardijngeul;
- the Dutch part of the Wielingen;
- the part of the Flushing Roads area marked as prevention area;
- the Honte;
- the Drempel van Borssele;
- the Pas van Terneuzen;
- the Gat van Ossenisse;
- the Overloop van Hansweert;
- the Zuidergat;
- the Bocht van Walsoorden;
- the Overloop van Valkenisse;
- the Nauw van Bath;
- the Pas van Rilland;
- The Lower Sea Scheldt from the Belgian - Dutch border up to the Upper End of the Rede van Antwerpen, with exception of the lock channels and the Deurganck Dock.

**Article 3. Secondary fairways**
Secondary fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the Lower Sea Scheldt are:
- All other fairways including "complementary routes inland shipping/pleasure shipping" not pertaining to the main fairways mentioned in Article 2.

**Article 4. Buoyage and beaconing changes**
Buoyage and beaconing changes of the fairways mentioned in Articles 1, 2 and 3 will be announced by means of publication in the Announcements to Shipping traffic of the Common Nautical Authority (GNAL).

**Article 5. Withdrawal of announcement**
The Announcement of the Western Scheldt Government Port Master dated 6 May, 1996 (Government Gazette 111 of the year 1996) and the external notice 081/2005 are withdrawn.
**Article 6. Date of coming into force**
This Regulation comes into force as from 1 October, 2011, and will be published in the Dutch Government Gazette and the Belgian Official Gazette.

Source: GNA: Bass 088-2011 - GB 08-2011

---

**1/14B WESTERN SCHELDT: BOUNDARIES PARALLEL ROUTES ALONG THE MAIN FAIRWAYS**

NtM 2018-1/14B cancelled

**Article 1. General**

a. Parallel routes next to the main fairways are additional routes primarily intended for inland vessels and recreational shipping and are fairways in the sense of art. 2 paragraph 2, part d of the Shipping Regulations Western Scheldt 1990 and belong to art. 2 of BaZ 2016-1/14A (GNA Joint Notification 08-2011).

b. The names for the parallel routes along the main fairways start with the letter “F” (for “Fietspad”) followed by the number of the nearest lateral marking and are marked with special markings in accordance with the IALA recommendations.

c. The designation of the main and secondary fairways are described in BaZ 2016-1/14A (GNA Joint Notification 08-2011) and does not influence the priority situation.

d. Where it is safe and feasible to do so, and in accordance with art. 9, paragraph 1 of the Shipping Regulations Western Scheldt 1990, shipping in the parallel routes must navigate in the same direction as shipping in the laterally marked main fairway.

e. If good seamanship so requires, part d may be derogated from in order to avoid unsafe situations.

**Article 2. The following parallel routes are situated along the main fairway**

a. At the location of the Pas van Borssele, the “Fietspad” will be marked by: F9 - F11 - F13 - FPvT.

b. Between the Braakmanhaven and the Hoek van Ossenisse, the “Fietspad” will be marked by:

c. Between Hansweert and Perkpolder, the “Fietspad” will be marked by:

d. At Konijnenschor, the “Fietspad” will be marked by: F60 - F62 - F64A - F64B - F66.

e. From the Pas van Rilland in the direction of Schaar van Ouden Doel, the “Fietspad” will be marked by:
   On the green side of the main fairway: F81A - F81B - F83 - F83A - F83B - F85 - F85A.

**Article 3. Entry into force**

This BaZ article enters into force on 01 May 2016.

BaZ 2016-1/14B (GNA Joint Notification 01-2013) is cancelled upon that entry into force.

This notification shall be published in the Official Gazettes of the Netherlands and Belgium.

**Explanation**

It is reiterated to the fairway user that the principle of good seamanship as described in article 3 of the Shipping Regulations Western Scheldt 1990 is and continues to be of great importance.

Although the naming could possibly suggest otherwise, the status of main or secondary fairway has nothing to do with the right of priority.

Parallel routes are additional routes, indicated by marks having a special meaning in accordance with the IALA-A recommendations, which are adjacent to and run parallel with the laterally marked main fairway and belong to art. 2 of BaZ 2016-1/14A (GNA Joint Notification 08-2011); Article 6, paragraph 2 of the Shipping Regulations Western Scheldt 1990 therefore applies in full.

Source: GNA: Bass 008-2016 - GB 01-2016

---

NtM 2019-01 59
NtM 2018-1/14C cancelled

Considering article 9, sub 5 and article 54 of the Shipping Regulations Western Scheldt 1990; Considering articles 6, 8 and 33 of the Police Regulations of the Lower Sea Scheldt 1990; the following anchorage areas and rules are laid down.

**Article 1. Anchorage areas for LNG vessels arriving at or departing from the harbour of Zeebrugge**

Recommended anchorage areas:
- any anchorage area assigned by VTS-SG in accordance with pilot's advice
- North of the 'A-N' buoy (Westhinder anchorage)

**Article 2. Western Scheldt and its estuaries**

1. The following areas in the Western Scheldt and its estuaries can be used as an anchorage area:

1.1 Anchorage area Westhinder
   This area is bordered by the lines:
   From position: 51°25,95'N  002°34,92'E
   To     51°25,95'N  002°40,30'E
   To     51°24,40'N  002°40,30'E
   To     51°23,95'N  002°36,90'E
   To     51°23,95'N  002°33,32'E

1.2 Anchorage area Oostdyck
   From position: 51°20,40'N  002°31,50'E
   To     51°20,40'N  002°37,00'E
   To     51°19,95'N  002°34,50'E
   To     51°19,60'N  002°33,80'E
   To     51°19,60'N  002°31,50'E

1.3 Anchorage area Schouwenbank
   This area is bordered by the lines:
   From position: 51°44,65'N  003°18,32'E (buoy SB-anchor South)
   To     51°46,25'N  003°16,80'E
   To     51°50,24'N  003°23,76'E
   To     51°48,03'N  003°24,39'E (buoy SB-anchor East)

1.4 Wielingen-North
   This area is bordered by the lines:
   - joining the buoys/barrels: W6 - WN2 - 'Trawl'
   - joining the buoys/barrels: 'Trawl' - WN4 - WN6
   - joining the buoys/barrels: WN6 - W8
   - joining the buoys: W8 - W6

1.5 Wielingen-South
   This area is bordered by:
   - the meridian passing through the extinguished light 'Kruishoofd'
   - the line through buoys: W7 - W9 - Songa
   - the line through buoy 'Songa' and the head of the western jetty of the Veerhaven Breskens
   - the line along the Zeeland-Flemish coast
1.6 Flushing Roads
This area is bordered by the lines:
- joining the tower of the Reformed Church in Breskens and from the buoy ARV-VH up to position 51°25,19'N 003°34,16'E
- from position: 51°25,19'N 003°34,16'E up to the buoy SS1
- joining the buoys/barrels: SS1 - SS3 - SS5
- joining the buoys/barrels: SS5 - ARV3 - ARV1 - ARV-VH

1.7 Eastern part of Flushing Roads (see above)
This area is an integral part of the entire Flushing Roads anchorage area (1.6) and is bordered by the lines:
- from the western port light of the outer harbour Flushing over the buoy ARV3, from position: 51°25,31'N 003°36,29'E up to the buoy ARV3
- from position: 51°25,31'N 003°36,29'E to the buoy SS1
- joining the buoys/barrels: SS1 - SS3 - SS5
- joining the buoys/barrels: SS5 - ARV3

1.8 Springergeul
This area is bordered by the lines:
- joining the buoys/barrels: A1 - 17
- joining the buoys/barrels: 17 - 19 - 21
- joining the buoys/barrels: 21- A5
- joining the buoys/barrels: A5 - A3 - A1

1.9 Marlemon
This area is bordered by the lines:
- joining the buoys/barrels: MA1 - NvB-MA
- joining the buoys/barrels: NvB-MA - MA7 - MA5
- joining the buoys/barrels: MA5 - MA3 - MA1

2. The following positions in the Western Scheldt can be used as an anchorage area:

2.1 Within the anchorage area: Wielingen-South, east of the small port of Nieuwe Sluis
Anchorage area Wielingen - South (W.Z.): 51°25,00'N 003°33,00'E
With a radius of 500 metres.

2.2 In the Everingen:

<table>
<thead>
<tr>
<th>Position</th>
<th>Coordinates</th>
<th>Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Everingen A</td>
<td>51°24,172'N 003°44,239'E</td>
<td>(With a radius of 500 metre.)</td>
</tr>
<tr>
<td>Everingen B</td>
<td>51°23,87'N 003°45,15'E</td>
<td>(With a radius of 400 metre.)</td>
</tr>
<tr>
<td>Everingen C</td>
<td>51°23,63'N 003°45,83'E</td>
<td>(With a radius of 400 metre.)</td>
</tr>
<tr>
<td>Everingen D</td>
<td>51°23,38'N 003°46,53'E</td>
<td>(With a radius of 400 metre.)</td>
</tr>
<tr>
<td>Everingen E</td>
<td>51°23,12'N 003°47,23'E</td>
<td>(With a radius of 350 metre.)</td>
</tr>
</tbody>
</table>

2.3 In the Put van Terneuzen:

<table>
<thead>
<tr>
<th>Position</th>
<th>Coordinates</th>
<th>Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Put van Terneuzen A</td>
<td>51°20,63'N 003°51,03'E</td>
<td>(With a radius of 400 metre.)</td>
</tr>
<tr>
<td>Put van Terneuzen B</td>
<td>51°20,77'N 003°51,80'E</td>
<td>(With a radius of 400 metre.)</td>
</tr>
</tbody>
</table>
3. Rules for occupying the anchorage areas mentioned in sub 1 and 2:

3.1 All vessels (also those without dangerous cargo) can only come to anchor after having obtained authorization from the Common Nautical Authority (GNA). This authorization can be subject to regulations.

3.2 Gastankers, governed by Article 3 of the Joint Announcement 02-2009 Transport of dangerous substances with gastankers to and from the Scheldt ports’ (so-called large gas vessels), must in case they have already started their voyage in the GNA Control Area and, in consequence of force majeure, cannot observe the provisions laid down in Article 3 of the Joint Announcement 02-2009, come to anchor at a position indicated by the Common Nautical Authority, which preferably will be: as far west as possible in the Wielingen-North anchorage area, or if that berth is unoccupied, in the Everingen, position ‘A’. The Common Nautical Authority can grant exemption from this or establish complementary regulations.

3.3 Vessels loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Annex 1 of the Shipping Regulations Western Scheldt 1990, with exception of the gas tankers mentioned in Article 3 of the Joint Announcement 02-2009 and vessels loaded with substances, mentioned in Annex 1 under sub 1 and 2 of the Shipping Regulations Western Scheldt 1990, must exclusively come to anchor in the anchorage area Wielingen-North, whenever it is necessary.

3.4 Vessels with a length smaller than or equal to 110 m loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Annex 1 of the Shipping Regulations Western Scheldt 1990 and do not enter into the category of vessels mentioned in sub 3.3, can, in case of difficulties of nautical or meteorological nature, come to anchor in the anchorage area Eastern part of the Flushing Roads (1.5) or another anchorage area. The vessel can only come to anchor after having obtained authorization from the Common Nautical Authority.

3.5 Tide-dependent vessels, with a draught of 140 dm or more, and which cannot come to anchor in the Flushing Roads due to their draught (see sub 1.4), are obliged to come to anchor in the Wielingen-South area, east of the small port of ‘Nieuwe Sluis’ (see Art. 2, sub 1.3).

3.6 In special cases, an anchorage area in the Everingen or in the Put van Terneuzen will be assigned by the Common Nautical Authority.

3.7 Except for emergency cases, a vessel loaded with substances, mentioned in Annex 1 in sub 1 and 2 of the Shipping Regulations Western Scheldt, cannot come to anchor in the control area of the Common Nautical Authority, except for the anchorage areas Schouwenbank (1.3) and Westhinder (1.1).

Article 3. Lower Sea Scheldt

1. Areas in the Lower Sea Scheldt that can be used as an anchorage area subject to the regulations indicated in that case:

1.1 After having obtained authorization, vessels can come to anchor at the following anchorage areas, while the specific anchorage area is always assigned by the GNA through the traffic centre Zandvliet:
   a) in the ‘Schaar van de Oude Doel’:
      i. Between the buoys 85, 85a & 87, just south of the buoy line, in the white sectors of Zuid-Saeftinge and North Ballast. The green sector of N-Ballast gives the shallow part in Schaar van Ouden Doel. A yellow buoy ‘P’ marks the southern border of the anchorage area.
   b) under the left bank, south of the line of lights of Liefkens-hoek:
      i. South of the line of lights of Liefkenshoek and Kruisschans, upward of Halterman jetty up to the buoy 97. The line of lights of Liefkenshoek (283°) and the line of lights of Kruisschans (112°) provide guidance here.
      ii. Do not come to anchor over the Liefkenshoektunnel.
c) **under the right bank, upstream of the ‘Meestoof’ beacon, provided that:**

1° in this anchorage area, sea-going vessels must come to anchor as close as possible to the right bank, and

2° in the southern part of this anchorage area, other vessels must also come to anchor as close as possible to the right bank.

i. Under the right bank, across from the ‘Meestoof’ beacon up to no. 94. In the line of lights ‘Ankerplaats Meestoof’ 039°. Draught restrictions apply to this anchorage area, which must always be requested before dropping anchor at the traffic centre Zandvliet.

d) **under the left bank, south of the line of lights of ‘Oosterweel’**:

i. South of the line of lights ‘Oosterweel’ and upward of the buoy 116 up to the boundary of the green and white in the beacon of the Royers lock. A sinker runs diagonally across the anchorage area, marked by an anchoring prohibition sign (pipeline) that is illuminated at night.

e) **under the left bank ‘Antwerp Roads’**:

i. Between the Staatssteiger and the former Bonaparte lock, under the left bank.

1.2 **Undiminished the provisions of Art. 3 sub 1, part 3 up to and including 5, sub 2 and sub 3, part 2, a vessel can drop anchor in the section of the Lower Sea Scheldt located between the extension of the straight line drawn through the two directional posts placed at approximately 1 km upstream of the southern end of the quays of Antwerp, and the extension of the straight line drawn through the directional posts of the ‘Boomke’, provided that:**

1. sea-going vessels must come to anchor at the rim of the navigation channel, and

2. other vessels must drop anchor as close as possible to the bank.

1.3 **In the interest of safe shipping, the Common Nautical Authority can assign the anchorage areas, mentioned in art. 3, sub 1, parts 1 and 2, for the vessels indicated by the Common Nautical Authority.**

1.4 **In any case it is forbidden to drop anchor in the section of the Lower Sea Scheldt referred to in sub 1, part 2:**

1. between the centre of the navigation channel and the right bank from the southern boundary of the Lower Sea Scheldt up to the straight line drawn from the sector light 150 m west of the western head of the access channel up to the Royers lock;

2. in the zone, at the south, bordered by a straight line running parallel at a distance of 200 m upstream with the straight line connecting the southern ends of the pontoons located on both river banks (former Sint-Anna ferry), and, at the north, by a straight line running parallel at a distance of 200 m downstream with the straight line connecting the northern ends of these pontoons.

1.5 **In the section of the Lower Sea Scheldt, located between the zone laid down in sub 1, part 4, item 2 and a straight line drawn diagonally across the river at the north side of the building of the pilotage service, only sea-going vessels with a length overall of 90 m or less can come to anchor provided the Common Nautical Authority grants authorization. Sea-going vessels, with a length overall of more than 90 m having the Upper Sea Scheldt as a destination or sailing down the Upper Sea Scheldt and which must perform pilot operations or customs, immigration and other formalities, must come to anchor on the Oosterweel roads to that end.**

1.6 **Undiminished the provisions in sub 1, part 1, vessels in the Lower Sea Scheldt can come to anchor downstream of the directional posts of the ‘Boomke’. Except when it is impossible, they drop anchor as close as possible to the rim of the navigation channel in such a way that thoroughfare is not hindered. However it is forbidden:**

1. To stay or to drop anchor in front of or close to harbour entrances, berths and also in bends or lines of light, or in the vicinity of one of those places so that other vessels are hindered;

2. For vessels with little draught to come to anchor in the navigation channel

1.7 **It is forbidden to come to anchor at the side of the fairway, where the sign is installed comprising of a square white sign with red rim and red diagonal running from the left-hand top corner to the right-hand bottom corner, on to which there is a black anchor with the shaft pointing upward.**
2. **Stretches in the Lower Sea Scheldt, in which subject to the indicated regulations, can be used by state-owned vessels, vessels for assistance and security services and recreational vessels for mooring or coming to anchor:**

2.1 On the Lower Sea Scheldt, three strips of the river are intended for mooring or anchoring of vessels owned by the State, vessels for assistance and security services and recreational vessels.
   a) The northern strip is located between the left river bank and the extension, in northern direction, of the east rim of the pontoon of the left river bank (former Sint-Anna ferry) and between that pontoon and the directional line of two beacons installed on the left bank north of the said pontoon. This strip is exclusively intended for mooring or anchoring state-owned vessels and recreational vessels.
   b) The centre strip is located between the left river bank and the extension, in southern direction, of the east rim of the pontoon of the left river bank (former Sint-Anna ferry) and between that pontoon and the directional line of two beacons installed at approximately 375 m upstream of that pontoon. This strip is exclusively intended for mooring or anchoring state-owned vessels and vessels for assistance and security services.
   c) The southern strip is located along the left river bank, between the southern boundary of the centre strip and the directional line of two beacons installed upstream of said southern boundary. To the axis of the southern strip demarcated by two or more light buoys. This strip is intended for mooring or anchoring recreational vessels.

2.2 All other vessels than those referred to in sub 2, part 1 are prohibited to be in the abovementioned river sections. However, recreational vessels can sail in these river sections to enter or leaving the marina. However, other vessel can moor or drop anchor in the southern strip with the authorization of the Common Nautical Authority.

3. **Other rules:**

3.1 All vessels (also those with non-hazardous cargo) can come to anchor only after having obtained authorization from the Common Nautical Authority. This authorization can be subject to regulations.

3.2 Unless authorization was granted by the Common Nautical Authority, in deviation of the provisions in sub 2, any vessel loaded with one of the dangerous substances mentioned in Article 34 of the Police Regulation Lower Sea Scheldt, or that had a cargo of one of these substances however was declared not to be gas-free afterwards, when it was subject to that obligation, cannot drop anchor nor moor in the section of the Lower Sea Scheldt located between the extension of the straight line drawn through the two directional posts installed approximately 1 km upstream of the southern end of the quays of Antwerp, and the straight line drawn diagonally across the river from the sector light 150 m west of the western head of the access channel up to the Royers lock.

Source: GNA: Bass 011-2013 – GB 02-2013
1/14D UNINTERRUPTED SUPPLY OF ELECTRICAL POWER FOR VESSELS IN NARROW FAIRWAYS IN THE SCHELDT AREA

NtM 2018-1/14D cancelled

Considering the responsibility and good seamanship, as among others laid down in Section 3 of the Dutch Shipping Regulations Western Scheldt 1990, Section 3 of the Dutch Shipping Regulations for the canal from Ghent to Terneuzen, Section 3 of the Belgian Shipping Regulations for the canal from Ghent to Terneuzen, Section 3 of the Belgian Shipping Regulations for the Lower Sea Scheldt, and Section 2 of the International Regulations for Preventing Collisions at Sea.

The following part of the responsibility and good seamanship is pointed out to shipping in the control area of the Common Nautical Authority.

All shipping in the control area of the Common Nautical Authority must ensure an uninterrupted supply of electrical power so that the manoeuvrability in narrow and pilot fairways is guaranteed

Source: GNA: Bass 114-2013 - GB 05-2013

1/14E WESTERN SCHELDT - OOSTGAT-SARDIJNGEUL: ADJUSTMENT OF SAILING BEHAVIOUR

BNtM 2018-1/14E cancelled

It is found that seagoing vessels, sailing at an excessive speed along the beaches bordering the Oostgat/the Sardijngeul, can cause such a wave and/or bank suction, that this results in a dangerous situation for the bathers on the beaches. This has been confirmed by research. Considering Section 54 of the Shipping Regulations Western Scheldt 1990.

Then the following rules are established:

**Article 1**

1. As a part of the requirement of ‘Good Zeemanschap’ (Good Seamanship), ships must adjust their speed in the Oostgat/the Sardijngeul in such a way, that no dangerous waves and/or bank suction occurs as a result of which bathers on the beaches can be drawn into the water and consequently can find themselves in distress due to the waves;
2. Ships must reduce their speed in time so that they pass the Sardijngeul at a safe and adjusted speed;
3. It is forbidden for seagoing vessels with an overall length equal to or over 80 metres to pass each other in the Sardijngeul;
4. Seagoing vessels with an overall length equal to or over 80 metres must avoid that they pass or cross each other in the Sardijngeul. This with observance of Section 6, sub 4 of the Shipping Regulations Western Scheldt 1990;
5. Seagoing vessels must, as long as it is safe and feasible, maintain a largest distance as possible to the Badstrand (bathing beach) in front of the Boulevard van Vlissingen;
6. In his decision to sail ‘west round’ or not, the traffic participant must include as arguments including among others the relation between the dimensions of the vessel, the width of the navigation channel and the available water depth.

Source: GNA: Bass 058-2011 - GB 06-2011
1/15 LOWER AND UPPER SEA SCHELDT: PERMISSION TO MOOR

NtM 2018-1/15 cancelled

It should be noted that the majority of the piers/quays on the Lower/Upper Sea Scheldt are privately owned constructions that can only be moored at with the permission of the owner/license holder. The following is an incomplete list of these constructions:

<table>
<thead>
<tr>
<th>Left bank</th>
<th>Right bank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phenolchemie</td>
<td>51°17,87'N-004°16,88'E</td>
</tr>
<tr>
<td>Haltermann</td>
<td>51°17,67'N-004°17,51'E</td>
</tr>
<tr>
<td>Bayer</td>
<td>51°16,31'N-004°18,29'E</td>
</tr>
<tr>
<td>Kallo Industries</td>
<td>51°16,26'N-004°18,22'E</td>
</tr>
<tr>
<td>BP Chemicals</td>
<td>51°14,67'N-004°20,12'E</td>
</tr>
<tr>
<td>Lanxess Afwaarts</td>
<td>51°14,44'N-004°20,52'E</td>
</tr>
<tr>
<td>Lanxess Opwaarts</td>
<td>51°14,38'N-004°20,68'E</td>
</tr>
<tr>
<td>quay Hye</td>
<td>51°12,15'N-004°21,22'E</td>
</tr>
<tr>
<td>jetty Xella</td>
<td>51°11,93'N-004°21,06'E</td>
</tr>
<tr>
<td>quay ArgeX</td>
<td>51°11,83'N-004°20,67'E</td>
</tr>
<tr>
<td>jetties Roegiers</td>
<td>51°10,97'N-004°19,55'E</td>
</tr>
<tr>
<td>-</td>
<td>51°10,09'N-004°19,87'E</td>
</tr>
<tr>
<td></td>
<td>quay Blue Gate Antwerp</td>
</tr>
<tr>
<td></td>
<td>quay Hye</td>
</tr>
<tr>
<td></td>
<td>SPPN/SPPZ (Blue Gate Antwerpen)</td>
</tr>
<tr>
<td></td>
<td>Castrol</td>
</tr>
<tr>
<td></td>
<td>quay Umicore</td>
</tr>
<tr>
<td></td>
<td>Transcor</td>
</tr>
</tbody>
</table>

It should also be noted that moored vessels are only allowed to have a maximum of one ship moored alongside, and only if the Traffic Centre of Zandvliet has been notified of this.

The shipping is informed that it is allowed to moor at the floating dock Palingplaat (right on the Royers lock), on Antwerp left bank, according to the following rules:

**Mooring regulations floating dock Palingplaat:**

**CARGO VESSELS:**
- Mooring prohibited

**WATERBUS:**
- Upward zone (see signage) strictly reserved for the waterbus

**PASSENGER VESSELS:**
- Riverside (except for the reserved zone for the waterbus):
  - Only boarding and disembarking passengers, max. 6 hours
  - Maximum allowed mooring width: 15 meter
  - Spending the night at the mooring place is permitted only if applying for and obtaining a written authorization from the Zeeschelde Division
YACHTING:

- River side (except for the reserved zone for the waterbus):
  - Only as waiting place before the Kattendijk lock
  - Max. 6 hours
- Bank side along the entire length:
  - Passers jetty, max. 18 hours
  - Maximum allowed mooring width: not wider than shown on the gangway

If the sign “mooring prohibited” is displayed, the floating dock may not be used. Exceptions to these regulations are only granted by the Division Zeeschelde-Zeekanaal (03/224.67.11 [during office hours]; 09/253.94.71 [outside of office hours]).

Source: MDK – afdeling KUST – Vlaamse Hydrografie; De Vlaamse Waterweg nv (Zeeschelde)

---

1/16 VESSEL TRAFFIC SERVICES (VTS)-SCHELDT AREA: MARIPHONE (WORK) PROCEDURES AND FLYER


The IMO-Guidelines For Vessel Traffic Services (IMO-Resolution A 857 (20)) were used as the basis of this guide.

The mariphone (work) procedures VTS-Scheldt Area must be read together with the flyer VHF sectors in VTS Scheldt Area (MFBI).

The mariphone (work) procedures VTS-Scheldt Area and the mariphone flyer are digitally available on HYPERLINK "http://www.vts-scheldt.net" www.vts-scheldt.net.
VHF sectors in VTS Scheldt Area

Clear communication on every channel

COMPULSORY REPORTING AND LISTENING WATCH
for ALL COMMERCIAL SHIPPING on the TRAFFIC CHANNELS

COMPULSORY LISTENING WATCH
for RECREATIONAL CRAFT EQUIPPED WITH VHF on the TRAFFIC CHANNELS

REPORTING FOR COMMERCIAL SHIPPING IN THE VTS SCHELDT AREA

Inbound from sea:
Depending on direction of approach, report 1/2 hour before arrival in the VTS area on the traffic channel belonging to the first sector you enter.

Message:
name of the vessel
position
draught
destination
ETA pilot station

Departing from a port, berth, jetty or anchorage in the VTS area:
Report on the traffic channel appropriate for the area (unless otherwise indicated in this brochure) before entering the fairway.

Message:
name of the vessel
position
draught
planned route
destination
for barges carrying one or more blue cones:
the number of cones

Passage boundary sector:
Always report to the next sector, always on the traffic channel. A departure report to the previous sector is not required.

Message:
name of the vessel
position
planned route
(where different routes are possible)

ATTENTION
The compulsory language is Dutch or English.

Make clear traffic arrangements directly with the other traffic participants.

Always call another ship by the name of the vessel or by position and/or direction.
TRAFFIC CHANNEL (compulsory listening watch)
Traffic arrangements ship-ship.
Traffic information - general.
Compulsory reporting.

Message:
name of the vessel
position
draught
destination
relevant manoeuvres

TRAFFIC CHANNEL (compulsory listening watch)
Traffic arrangements ship-ship.
Traffic information - general.
Compulsory reporting.

above buoy 100, there is:
- compulsory listening watch on the ship-ship channel VHF 10.
- no active monitoring by the VTS Centre.
- no radar coverage at the VTS Centre.
- for seagoing vessels: compulsory reporting to other traffic ingoing at buoy 116, outgoing at buoy 111 on channel VHF 10.

TRAFFIC CHANNEL (compulsory listening watch)
Traffic arrangements ship-ship.
Traffic information - general.
Compulsory reporting.

Message:
name of the vessel
position
draught
destination
relevant manoeuvres

Attention!
ALWAYS USE THE CORRECT VHF CHANNEL FOR YOUR MESSAGE!
1. Introduction

1.1 Users philosophy

- Vessel Traffic Service for the River Scheldt Area (VTS-SGVTS-SG) is an entity of separate services. Its chief task is to supply one product to shipping, namely: to enhance safety and optimize efficiency of shipping traffic and the protection of the environment.

- Within the VTS-SGVTS-SG area all commercial traffic has a duty to report.

- All pleasure craft have a duty to maintain a continuous listening watch if there is a VHF set on board. This entails keeping a listening watch on the appropriate frequencies as described in the MFBI brochure. Pleasure craft having a VHF set on board must be able to be contacted by shipping traffic, but do not have to report as in the MFBI brochure, only upon request of shipping traffic or the VTS-SGVTS-SG Traffic Centre. Pleasure craft may use the services of VTS-SGVTS-SG under the same conditions as commercial traffic, but this should be explicitly requested.

- Commercial traffic are required to maintain a continuous listening watch on the appropriate local frequency.

- Self-Regulating: Self-Regulating, among other things, means that vessels may contact each other directly (without interference of a Traffic Centre) to make traffic arrangements. The Traffic Centre will monitor the feasibility and correct execution of arrangements at all times and intervene if necessary.

- Pro-active: The Traffic Controller contributes to a safe and smooth passage by actively monitoring the traffic flow. As and when the Traffic Controller anticipates bottlenecks or dangerous situations, he/she actively intervenes as to avoid any problems. Thereby the Traffic Controller uses his authority to issue a warning, information, advice or a traffic instruction. The Traffic Controller does not only do so upon request, but explicitly on his own initiative.

- The limits of a sector area are determined by the character of the area and by the shipping traffic, in order to enable anticipation.

- A radar frequency has an overflow function besides the traffic frequency but a listening watch on the traffic frequency will remain compulsory at all times. This means that an overflow frequency may be used to relieve the traffic frequency for supplying radar information or for other longwinded conversations.

- Without prejudice to the competence of the Flemish and Dutch Authorities with reference to the safe and smooth handling of the shipping traffic, the ultimate responsibility for the navigation will always remain with the Ship’s Master/traffic participant.

- All traffic participants and VTS operators in the VTS-SG are required to adhere to the prescribed VHF procedures.

1.2 Operating Area

The operating area of the “VHF-procedures VTS” applies to the area as indicated in the MFBI brochure.
2. Definitions

2.1 VESSEL TRAFFIC SYSTEM
A VTS can be any of three types of services according to the IMO VTS guidelines A 857 (20).

2.1.1 Information Service (INS)
"An Information Service is a service to ensure that essential information becomes available in time for on-board navigational decision-making and to monitor its effects."
Geographical, hydrological and administrative information in relation to the shipping route.

2.1.2 Navigational Assistance Service (NAS)
"A Navigational Assistance Service is a service to assist on-board navigational decision making."
Navigation Assistance Services may be given to complement the Information Services and Traffic Organization Services. It may be given upon request of the traffic participant or when deemed necessary by the VTS authority. These services offer essential, timely and current data to support the on-board navigational decision-making and consist of supplying information, advice and/or instructions.

2.1.3 Traffic Organizational Service (TOS)
"A Traffic Organizational Service is a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area."
Information which is important to the nautical sequence of dispatch, including admission and acceptance policies, i.e. information relating to tidal windows, slots, availability of pilots, lock planning, etc.

2.2 Traffic Arrangements
These are mutual arrangements between traffic participants to clarify uncertain situations and/or to prevent imminent danger.
Traffic arrangements must be made directly between traffic participants and not via a Traffic Centre.

2.3 General Traffic Information
Information given by a duly authorized person to one or more traffic participants, or to others regarding a fairway or a part thereof or individual vessels on that fairway, whereby this information may also pertain to fairway information or tactical traffic information.

2.4 Traffic Instruction
An order, given by a duly authorized person to one or more traffic participants to achieve a certain result in traffic behaviour, or to impose a certain prohibition of a result in traffic behaviour.

2.5 Pilot’s advice under the terms of Shore Based Pilotage
Advice of a Pilot to a Ship’s Master and/or a traffic participant in as far as the Pilot is unable to render his services on board of the vessel. This advice may be given under certain conditions from another vessel or from the shore.

2.6 Mandatory Reports
These are reports at required waypoints or times by traffic participants for the purpose of processing traffic information.

2.7 Port Information
Port information is information relating to bridges, berths and lock planning.

2.8 Traffic Participant
A participant who has the actual control of a vessel.
2.9 Message Markers

To simplify ship-to-ship, shore-to-ship and ship-to-shore communication, but also when one of the IMO Standard Communication Phrases (SMCP) does not quite cover the required perception, one of the following eight indicators may be used to increase the option for the message to be understood correctly.

It is up to the discretion of the Traffic Controller or ship's officer to either use or not use message markers and if so, which ones to choose according to his expert judgement in the situation involved.

The message marker should be expressed preceding the message or the corresponding part of the message. According to the IMO VTS Guidelines, it is recommended to clearly indicate with every message directed at a vessel, whether this message contains information, advice, warning or instruction and that whenever possible, IMO SMCP is to be used.

Categories of Message Markers:

2.9.1 Information
This indicates that the following message is restricted to observed facts, situations, etc.

Comment: This marker is preferably used for navigational and traffic information, etc. The recipient of the INFORMATION should then take the appropriate action.

Example: "INFORMATION, vessel “X” will overtake you on your port side."

2.9.2 Warning
This indicates that the following message implies the intention of the sender to inform others regarding danger.

Comment: This means that any recipient of a WARNING should pay immediate attention to the danger mentioned. It is up to the recipient of the WARNING to take the necessary action.

Example: "WARNING. Obstruction in fairway."

2.9.3 Advice
This indicates that the following message implies the intention of the sender to influence others by a Recommendation.

Comment: The decision whether to follow the ADVICE still stays with the recipient. One does not necessarily have to carry out the ADVICE, but should consider it very carefully.

Example: "ADVICE, (I advise you to) remain on the red side of the fairway until the inward bound vessel has passed."

2.9.4 Instruction
This indicates that the following message implies the intention of the sender to influence others by a Regulation.

Comment: This means that the sender, e.g. a VTS station or a naval vessel, must have the full authority to send such a message. The recipient has to follow this legally binding message unless he/she has contradictory safety reasons which then have to be reported to the sender.

Example: "INSTRUCTION. Do not cross the fairway"

2.9.5 Question
This indicates that the following message is of interrogative character.

Comment: The use of this marker removes any doubt on whether a question is being asked. The recipient is expected to return an answer.

Example: "QUESTION. (What is) your maximum draft?"
2.9.6 Answer
This indicates that the following message is the reply to a previous question.

Comment: Note that an answer should not contain another question.

Example: “ANSWER. My maximum draft is one hundred and thirty two (one three two) decimeters.”

2.9.7 Request
This indicates that the following message is asking for action from others with respect to the vessel.

Comment: The use of this marker is to signal: I want something to be arranged or provided, e.g. requirements for ship’s stores, tugs, permission, etc.

Example: “REQUEST. I need two tugs.”

2.9.8 Intention
This indicates that the following message informs others regarding immediate navigational action intended to be taken (by a certain vessel).

Comment: The use of this message marker is logically restricted to messages announcing navigational actions by the vessel sending this message.

Example: “INTENTION. I will reduce speed.”

3. VHF frequencies

Depending on their use, VHF Frequencies are arranged as follows:

3.1 Traffic Frequencies
- traffic arrangements
- traffic information
- pilot information
- traffic instructions
- mandatory reports
- port information (where no Port information frequency is available)

3.2 Radar Frequencies
- traffic information
- navigational assistance
- mandatory reports
- port information (where no port information frequency is available)

3.3 Contingency frequency
A contingency frequency is a frequency exclusively reserved to deal with radio traffic during calamities. The competent authority refers VHF users to the contingency frequency if there is reason for that.
- contingency traffic

3.4 Port Operations
- information about berths, locks, waiting quays, anchorages, ...

3.5 Other frequencies
- pilot frequencies
- port frequency
- terminal frequency for Inland Barges
- frequencies for locks/bridges
4. VHF sector layout in VTS-SG

4.1 Traffic area Wandelaar

4.1.1 SECTOR WANDELAAR APPROACH and WANDELAAR

4.1.1.1 Call sign:
- WANDELAAR APPROACH VHF 60
- TRAFFIC CENTRE WANDELAAR VHF 65

4.1.1.2 Coverage

**Wandelaar Approach**: Belgian-French border from the Flemish coast 51°23.60N 002°19.20E/51°25.95N 002°27.50E across ODI buoy, 51°19.60N 002°31.50E, Middelkerke Bank buoy to Westende Water Tower on the coast.

**Wandelaar**: from the Westende Water Tower on the Flemish coast, across Middelkerke Bank buoy, 51°19.60N 002°31.50E, ODI buoy to 51°25.95N 002°27.50E/51°28.75N 002°56.00E via buoy S2 to Obst 14 to the coast.

4.1.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Pilot information
4. Traffic instructions
5. Mandatory reports
6. Pilots by helicopter

4.1.2 RADAR ZEEBRUGGE

4.1.2.1 Call sign
- RADAR ZEEBRUGGE VHF 4

4.1.2.2 Coverage

Coast Belgian-French border to 51°23.60N 002°19.20E, to 51°25.95N 002°27.50E, to 51°28.75N 002°56.00E, to 51°34.60N 003°08.38E (via WP4 buoy), buoys W4, W5, follow coast across the moles heads of Zeebrugge and Ostend to the Belgian-French border.

4.1.2.3 Functions
1. Escorting LNG traffic
2. General traffic information
3. Navigation assistance (radar information)
4. Intake Shore Based Pilotage
5. Port information
6. Helicopter co-ordination

4.1.2.4 Channels for pilot services
- contact channel Pilotage: WANDELAAR PILOT VHF 65
- working channel pilots/SWATH communication channel wandelaar Pilot Vessel/Traffic Centre Zeebrugge VHF 6
- flemish Coastal Ports VHF 9

4.1.2.5 Contingency channel VHF 67

4.2 Traffic Area Steenbank

4.2.1 SECTOR STEENBANK

4.2.1.1 Call sign
- TRAFFIC CENTRE STEENBANK VHF 64

4.2.1.2 Coverage

From the Walcheren coast via Domburg meridian (003°30.00E) to SBO buoy, via parallel SBO to 51°50.00N 003°08.38E to 51°34.60N 003°08.38 E (via WP4 buoy), buoys W4, OG17/OG14, to the Walcheren coast.
4.2.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Navigation assistance (radar information)
4. Pilot information
5. Traffic instructions
6. Mandatory reports

4.2.1.4 Channels for pilot services
- contact channel pilots: STEENBANK PILOT VHF 64
- working channel pilots/SWATH communication channel pilot Steenbank VHF 79

4.2.1.5 Contingency channel VHF 67

4.3 Traffic Area Zeebrugge

4.3.1 SECTOR ZEEBRUGGE

4.3.1.1 Call sign
TRAFFIC CENTRE ZEEBRUGGE VHF 69

4.3.1.2 Coverage
51°28.75N 002°56.00E to 51°34.60N 003°08.38E to WP4 buoy, buoys W4, W5, follow coast across mole heads Zeebrugge, coastline, Obst 14, meridian across buoys Albis, S2 and VG6.

4.3.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Pilot information
4. Traffic instructions
5. Mandatory reports

4.3.2 PORT AREA ZEEBRUGGE

4.3.2.1 Call sign
RADAR CONTROL ZEEBRUGGE VHF 19

4.3.2.2 Functions
1. IVS function, arrival and departure reports
2. Swath intake for vessels departing from Ostend, Nieuwpoort and Zeebrugge.

4.3.2.3 Channels for pilot services
- pilot Service Zeebrugge : PILOT ZEEBRUGGE VHF 9
- flemish Pilots (communication channel Wandelaar pilot Vessel/Traffic Centre Zeebrugge VHF 6

4.3.2.4 Contingency channel VHF 67

4.4 Traffic Area Flushing (Vlissingen)

4.4.1 SECTOR FLUSHING (VLISSINGEN)

4.4.1.1 Call sign
TRAFFIC CENTRE FLUSHING (VLISSINGEN) VHF 14

4.4.1.2 Coverage
Buoy W5 via coast to connecting line of buoys 15A and E2A via coast across mole heads of Sloehaven, outer harbour and Michiel de Ruyter harbour to a line connecting buoys OG14, 1/4 nm west of OG17, W4, W5 as far as coast.
4.4.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Pilot Services information
4. Traffic instructions
5. Mandatory reports

4.4.2 RADAR FLUSHING (VLISSINGEN)

4.4.2.1 Call sign
RADAR FLUSHING (VLISSINGEN) VHF 21

4.4.2.2 Coverage
Buoy W5 via coastline to a line connecting buoys 15A and E2A, to coastline across mole heads of Sloehaven, outer harbour and Michiel de Ruyter harbour, to a connecting line of buoys OG14, OG17, W4, W5 until coast.

4.4.2.3 Functions
1. Mandatory reports
2. Navigation assistance (radar information)
3. Port information

4.4.2.4 Channels for pilot services
- co-ordination Flushing Roads Tenders VHF 40

4.4.2.5 Contingency channel
VHF 67

4.5 Traffic Area Terneuzen

4.5.1 SECTOR TERNEUZEN/RADAR TERNEUZEN

4.5.1.1 Call sign
TRAFFIC CENTRE TERNEUZEN/RADAR TERNEUZEN VHF 03

4.5.1.2 Coverage
The connecting line between buoys 15A/E2A via coastline to Hoek van Baarland, buoys MG2/32/35 via coastline, Terneuzen Outer Harbour included as far as connecting line between buoys 15A/E2A.

4.5.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Navigation assistance (radar information)
4. Traffic instructions
5. Mandatory reports
6. Port and lock information

4.6 Traffic Area Hansweert

4.6.1 SECTOR HANSWEERT/RADAR HANSWEERT

4.6.1.1 Call sign
TRAFFIC CENTRE HANSWEERT/RADAR HANSWEERT VHF 65

4.6.1.2 Coverage
The connecting line of buoys 35/32/MG 2 to Hoek van Baarland along the river banks, Hansweert Outer Harbour included, as far as connecting line of buoys SvV4/SvV3, to the connecting line of buoys 46/55, along this line to the coast, along the river banks to buoys 35.
4.6.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Navigation assistance (radar information)
4. Traffic instructions
5. Mandatory reports
6. Port and lock information

4.6.1.4 Contingency channel
VHF 67

4.7 Traffic Area Antwerp

4.7.1 SECTOR ANTWERP

4.7.1.1 Call sign
TRAFFIC CENTRE ZANDVLIET
VHF 12

4.7.1.2 Coverage
The connecting line of buoys 55/46, to a connecting line of buoys SvV3/SvV4, along this line to the coast until buoy 100.

4.7.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Traffic instructions
4. Mandatory reports

4.7.2 Port Operations

4.7.2.1 Call sign
SID ANTWERPEN
VHF 85

4.7.2.2 Coverage
From connecting line buoys 32/35 to Wintam Lock.

4.7.2.3 Functions
1. Information exchange, on ships initiative as well on VTS Centre initiative
2. Lock information

4.7.2.4 Other channels
Terminal channel for inland navigation
VHF 81

4.7.3 RADAR WAARDE

4.7.3.1 Call sign
RADAR WAARDE
VHF 19

4.7.3.2 Area description

4.7.3.3 Functions
Navigation assistance (radar information)

4.7.4 RADAR SAEFTINGE

4.7.4.1 Call sign
RADAR SAEFTINGE
VHF 21

4.7.4.2 Area description
Connecting line buoys 63/58, to buoys SvVI3/SvVI4, to South Saeftinge Beacon/buoy 76.

4.7.4.3 Functions
Navigation assistance (radar information)
4.7.5 RADAR ZANDVLIET

4.7.5.1 Call sign
RADAR ZANDVLIET VHF 04

4.7.5.2 Area description
South Saeftinge beacon/76 to buoys 93/82A.

4.7.5.3 Functions
Navigation assistance (radar information)

4.7.6 RADAR KRUISSCHANS

4.7.6.1 Call sign
RADAR KRUISSCHANS VHF 66

4.7.6.2 Area description
Buoys 93/82A as far as buoy 100

4.7.6.3 Functions
Navigation assistance (radar information)

4.7.7 CONTINGENCY CHANNEL Traffic Area Antwerp VHF 67

4.8 AREA UPSTREAM of buoy nr.100

4.8.1 Call sign
None VHF 10

4.8.2 Functions
1. Traffic arrangements between vessels
2. Mandatory reports

Comment: No radar coverage, no traffic information

4.9 Traffic area Ghent - Terneuzen Canal

4.9.1 SECTOR GHENT - TERNEUZEN

4.9.1.1 Call sign
HARBOUR SERVICE TERNEUZEN (for Dutch part) VHF 11
HARBOUR SERVICE GENT/LOOKOUT ZELZATE (Flemish part) VHF 11

4.9.1.2 Area description
The Ghent - Terneuzen Canal and adjacent area.

4.9.1.3 Functions
1. Traffic arrangements
2. General traffic information
3. Traffic instructions
4. Mandatory reports
5. Lock information

4.9.1.4 Contingency channel VHF 67
5. Mandatory reports for commercial traffic

5.1 Inbound from Sea, entering Roads/River

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MESSAGE</th>
<th>TO</th>
<th>VHF</th>
<th>PARTICULARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>½ hour before Scheldt VTS Area limits</td>
<td>Ship’s name + position + draft + destination + ETA pilot station</td>
<td>WAP TCS TCW/TCZ</td>
<td>60 64 65/69</td>
<td>Instruction speed, if compulsory pilotage, report 3’ from Steenbank Racon</td>
</tr>
</tbody>
</table>

**WANDELAAR PILOT STATION OPERATES ON VHF 65**

**STEENBANK PILOT STATION OPERATES ON VHF 64**

<table>
<thead>
<tr>
<th>Area</th>
<th>Message</th>
<th>TO</th>
<th>VHF</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steenbank</td>
<td>Route &quot;Westrond&quot; (via Westpit - VG/NEAK buoy)</td>
<td>TCS</td>
<td>64</td>
<td></td>
</tr>
<tr>
<td>5BZ</td>
<td>Ship's name + position + ETA Flushing Roads</td>
<td>TCS</td>
<td>64</td>
<td>Inbound from Steenbank</td>
</tr>
<tr>
<td>5WA</td>
<td>Ship's name + position + ETA Flushing Roads</td>
<td>TCW</td>
<td>65</td>
<td>Inbound from Wandelaar</td>
</tr>
<tr>
<td>A1 bis/S2/ VG6/NE-Akkaert WP4</td>
<td>Ship’s name + position + ETA FR if not yet report</td>
<td>TCZ</td>
<td>69</td>
<td>Wielingen/Scheur/Zeebrugge Inbound Steenbank via &quot;Westrond&quot;</td>
</tr>
<tr>
<td>OG17/ W5</td>
<td>Ship’s name + position of pilot’s changeover</td>
<td>CVL</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Flushing Roads</td>
<td>Ship’s name + ETA destination + route</td>
<td>CVL</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>15A/E2A</td>
<td>Ship’s name + position</td>
<td>CTN</td>
<td>03</td>
<td>Enter Traffic Area</td>
</tr>
<tr>
<td>35/MG 2</td>
<td>Ship’s name + position</td>
<td>CHW</td>
<td>65</td>
<td>Enter Traffic Area</td>
</tr>
<tr>
<td>35</td>
<td>Ship’s name + position</td>
<td>SID</td>
<td>85</td>
<td>Seagoing traffic bound for Antwerp Kruisschans, Lock planning</td>
</tr>
<tr>
<td>55</td>
<td>Ship’s name + position</td>
<td>CZV</td>
<td>12</td>
<td>Enter Traffic Area</td>
</tr>
<tr>
<td>65</td>
<td>Ship’s name + position</td>
<td>CZV</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Seagoing ships only</td>
<td>Ship’s name + position</td>
<td>CZV</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Zuid-Saeftinge</td>
<td>Ship’s name + position</td>
<td>CZV</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Seagoing ships only</td>
<td>Ship’s name + position</td>
<td>CZV</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>116</td>
<td>Ship’s name + position</td>
<td>10</td>
<td></td>
<td>All traffic</td>
</tr>
</tbody>
</table>
## 5.2 Leaving river/roads, outbound to sea

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MESSAGE</th>
<th>TO</th>
<th>VHF</th>
<th>PARTICULARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place of departure Upper Scheldt above buoy 100</td>
<td>Ship’s name + position + draft + destination</td>
<td>SID Antwerp</td>
<td>85</td>
<td>General info/lock info. Only seagoing traffic must report prior to departure</td>
</tr>
<tr>
<td>Place of departure above buoy 100</td>
<td>Ship’s name + position + intention</td>
<td>To all shipping traffic</td>
<td>10</td>
<td>On departure</td>
</tr>
<tr>
<td>111</td>
<td>Ship’s name + position</td>
<td>To all ships</td>
<td>10</td>
<td>For seagoing traffic</td>
</tr>
<tr>
<td>100, before leaving lock or before letting go last line at terminal or jetty</td>
<td>Ship’s name + destination</td>
<td>CZV</td>
<td>12</td>
<td>Identification Entry Traffic Area</td>
</tr>
<tr>
<td>South Saeftinge</td>
<td>Ship’s name + ETA Flushing Roads</td>
<td>SID Antwerp</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>Ship’s name + position</td>
<td>CHW</td>
<td>65</td>
<td>Entry Traffic Area</td>
</tr>
<tr>
<td>32</td>
<td>Ship’s name + position + route</td>
<td>CTN</td>
<td>03</td>
<td>Entry Traffic Area</td>
</tr>
<tr>
<td>8/E2A</td>
<td>Ship’s name + position + information pilot’s changeover</td>
<td>CVL</td>
<td>14</td>
<td>Entry Traffic Area</td>
</tr>
<tr>
<td>Flushing Roads</td>
<td>Ship’s name + position + route + ETA Pilot Station</td>
<td>CVL</td>
<td>14</td>
<td>After Pilot’s changeover</td>
</tr>
<tr>
<td>OGI4/WP4</td>
<td>Ship’s name + position + heading after pilot has disembarked</td>
<td>TCS</td>
<td>64</td>
<td>Entry Traffic Area</td>
</tr>
<tr>
<td>W4</td>
<td>Ship’s name + position + route + ETA Pilot station + info Swath operable</td>
<td>TCZ</td>
<td>69</td>
<td>Entry Traffic Area</td>
</tr>
<tr>
<td>S2/A1 Bis</td>
<td>Ship’s name + position + heading after pilot has disembarked + info Swath operable</td>
<td>Westpost</td>
<td>65</td>
<td>Confirmation yawl/swath</td>
</tr>
<tr>
<td>ODY</td>
<td>Ship’s name + position</td>
<td>WNA</td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>
5.3 Participating in a traffic flow

All ships leaving a harbour, weighing anchor, leaving a lock or departing from berth report to the Traffic Centre shortly before joining the traffic flow, on the appropriate channel (if relevant).

<table>
<thead>
<tr>
<th>AREA</th>
<th>VTS-CENTRE</th>
<th>VHF</th>
<th>PARTICULARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZEEBRUGGE</td>
<td>RADAR CONTROL ZEEBRUGGE</td>
<td>19</td>
<td>In port</td>
</tr>
<tr>
<td>ZEEBRUGGE (roads area)</td>
<td>TRAFFIC CENTRE ZEEBRUGGE</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>ZEEBRUGGE (sea approach area)</td>
<td>TRAFFIC CENTRE WANDELAAR</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>ZEEBRUGGE</td>
<td>WANDELAAR APPROACH</td>
<td>60</td>
<td>In the port Nieuwpoort, leaving from quay</td>
</tr>
<tr>
<td>FLUSHING</td>
<td>RADAR FLUSHING</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>FLUSHING</td>
<td>TRAFFIC CENTRE FLUSHING</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>TERNEUZEN</td>
<td>TRAFFIC CENTRE TERNEUZEN</td>
<td>03</td>
<td></td>
</tr>
<tr>
<td>HANSWEERT</td>
<td>TRAFFIC CENTRE HANSWEERT</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>ANTWERP</td>
<td>TRAFFIC CENTRE ZANDVLIET</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

Above buoy nr. 100, where there is no radar coverage, all ships are to report their intentions to all shipping traffic (channel 10).

5.4 Leaving traffic flow

Ships entering a harbour, anchoring, mooring or entering a lock, sign off to a Traffic Centre in the area where participating in a traffic flow ends.

<table>
<thead>
<tr>
<th>AREA</th>
<th>VTS-CENTRE</th>
<th>VHF</th>
<th>PARTICULARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZEEBRUGGE</td>
<td>RADAR CONTROL ZEEBRUGGE</td>
<td>19</td>
<td>In port</td>
</tr>
<tr>
<td>ZEEBRUGGE (roads area)</td>
<td>TRAFFIC CENTRE ZEEBRUGGE</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>ZEEBRUGGE (sea approach area)</td>
<td>TRAFFIC CENTRE WANDELAAR</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>ZEEBRUGGE</td>
<td>WANDELAAR APPROACH</td>
<td>60</td>
<td>In the port Nieuwpoort, moored at quay</td>
</tr>
<tr>
<td>FLUSHING</td>
<td>RADAR FLUSHING</td>
<td>21</td>
<td>Anchor information</td>
</tr>
<tr>
<td>FLUSHING</td>
<td>TRAFFIC CENTRE FLUSHING</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>FLUSHING</td>
<td>TRAFFIC CENTRE TERNEUZEN</td>
<td>03</td>
<td>Inward bound off Dow Jetty. Outward bound off buoy 22.</td>
</tr>
<tr>
<td>HANSWEERT</td>
<td>TRAFFIC CENTRE HANSWEERT</td>
<td>65</td>
<td>Inward bound off buoy 45. Outward bound off buoy 42A.</td>
</tr>
<tr>
<td>ANTWERP</td>
<td>TRAFFIC CENTRE ZANDVLIET (SID Antwerp)</td>
<td>85</td>
<td>At anchor, moored on quay, jetty or lock</td>
</tr>
</tbody>
</table>
### 5.5 Inward Bound for Ghent - Terneuzen

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MESSAGE</th>
<th>TO</th>
<th>VHF</th>
<th>PARTICULARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terneuzen Locks</td>
<td>Ship’s name + position + draft</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Sluiskil Bridge</td>
<td>Ship’s name + position</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Driekwart</td>
<td>Ship’s name + position</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Sas van GentBridge</td>
<td>Ship’s name + position</td>
<td>UKZ</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Dutch Ports</td>
<td>Ship’s name + position + draft + destination</td>
<td>HDTN</td>
<td>11</td>
<td>After mooring Before departure</td>
</tr>
<tr>
<td>Zelzate Lookout</td>
<td>Ship’s name + position</td>
<td>HDGE</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Siffer dock</td>
<td>Ship’s name + position</td>
<td>HDGE</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Belgian Ports</td>
<td>Ship’s name + position</td>
<td>HDGE</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>After mooring</td>
<td>Ship’s name + position</td>
<td>UKZ</td>
<td>11</td>
<td>Sign off IVS -SRK</td>
</tr>
</tbody>
</table>

### 5.6 Outward bound from Ghent - Terneuzen

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MESSAGE</th>
<th>TO</th>
<th>VHF</th>
<th>PARTICULARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flemish Ports</td>
<td>Ship’s name + position + draft + destination</td>
<td>HDGE</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Shortly before letting go in Dutch Ports</td>
<td>Ship’s name + position + draft + destination</td>
<td>UKZ</td>
<td>11</td>
<td>Sign in to IVS-SRK</td>
</tr>
<tr>
<td>Sidmar South</td>
<td>Ship’s name + position</td>
<td>UKZ</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Zelzate Lookout</td>
<td>Ship’s name + position</td>
<td>HDGE</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Sas van Gent Bridge</td>
<td>Ship’s name + position</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Shortly before letting go in Dutch Ports</td>
<td>Ship’s name + position + draft + destination</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Driekwart</td>
<td>Ship’s name + position</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Sluiskil Bridge</td>
<td>Ship’s name + position</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Terneuzen Locks</td>
<td>Ship’s name + position + draft</td>
<td>HDTN</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>
6. River Scheldt shipping broadcasts

6.1 Principles
The intention of the SSB is to supply information of a general nature to traffic participants. The contents of the SSB:
- Heights of tides and expected deviations at various points in the area
- Wind direction and speed at the Traffic Centre, storm signals and local wind forecast
- Visibility reports if relevant
- Shipping traffic, unusual circumstances as well as important operations or construction works
- Important deviations of fairway marks
- Depending on Traffic Centre: Pilot information such as side of pilot ladder, embarkation in adverse weather conditions, ...
- Only for Traffic Centre Zeebrugge: Traffic information in working area for Ships with a draft ≥ 140 dm or Ships which cannot maneuver due their tideslot (sailing during the last half hour of their tideslot with a mean speed of 14 knots).

6.2 Coverage, VHF channels and times
Four area related River Scheldt Shipping Broadcasts are transmitted at different times so as not to overlap, namely:

6.2.1 TRAFFIC CENTRE ZEEBRUGGE
- Area Wandelaar, area Zeebrugge and area Flushing as far as the Eastern limit of the Precautionary Area of Flushing roads (= meridian across the Green light of Sloehaven Entrance)
- On channel 69 in Dutch, every hour on the hour + 10 minutes
- On channel 04 in English, every hour on the hour + 15 minutes
- On channel 69 in English, every hour on the hour + 40 minutes (only “Information Deep Draft Vessels”)

6.2.2 TRAFFIC CENTRE FLUSHING
- Area Steenbank, area Zeebrugge, area Flushing, area Terneuzen and area Hansweert
- On channel 14 in Dutch, every hour on the hour + 50 minutes
- On channel 21 in English, every hour on the hour + 55 minutes

6.2.3 TRAFFIC CENTRE ZANDELIET
- Area Antwerp, area Hansweert, area Terneuzen and area Flushing as far as the Eastern limit of the Precautionary Area of Flushing roads (= meridian across the green light of Sloehaven Entrance)
- On channel 12 in Dutch, every hour on the hour + 30 minutes

6.2.4 TRAFFIC CENTRE TERNEUZEN
- Area Ghent - Terneuzen Canal and Terneuzen locks complex
- On channel 11 in Dutch, every hour on the hour

7. VHF users philosophy in river Scheldt VTS area
If users of VHF channels do not adhere to the rules of speech discipline, other conversations will be overspoken. This overspeak, also known as noise, distorts normal exchange of messages, and creates questions that do not contribute to safety. In order to prevent overspeak on VHF channels, VTS users should adhere to the following rules:

7.1 Speech discipline for users of VTS River Scheldt Area
- Adhere to the speech discipline as it was taught, even if other users do not comply. The Traffic Centre should set an example.
- Always use the ship’s name and proper name of the Traffic Centre, no abbreviations nor private names.
- The Traffic Controller should remind the traffic participant who does not comply with the correct procedures.
- Traffic participants with a mandatory reporting duty do sign in on the appropriate channel, but do not sign off, unless it is a mandatory report.
- Make sure that traffic participants make traffic arrangements among themselves on the traffic channels. Traffic Centres may assist. Point that out to an offender.
- Do not enter into discussion on VHF channels. Incorrect use of a VHF channel may be referred to another channel by the administrator.
Only use the approved official languages, either Dutch or English. In English, preferably use the Standard Marine Communication Phrases. In an emergency one may deviate.

Use message markers (both in Dutch and in English) to indicate the nature of the message.

7.2 Information Service

- The responsibility for conducting a safe navigation lies on board. The traffic participant may gather required information in various ways, among other things, such as listening or making enquiries. In such a case, it should not restrain a Traffic Controller to give unsolicited information to the traffic participant concerned.
- Information given must be correct, relevant, complete and clear.
- The Traffic Controller will inform (a) traffic participant(s) of imminent dangers or risks without delay. This may be done by means of message markers in order to obtain the required result.
- Chapter 4 of these guidelines indicates the functions of the various VHF frequencies. This governs which information will be given on what channel. The Traffic Controller corrects when necessary.
- The colour of side lights is referred to in traffic arrangements. For instance passing green to green or red to red.

7.3 Navigation Assistance Service

Before radar information may be given, the Traffic Controller should agree with the traffic participant which type of information the latter wishes to obtain. The traffic participant has the option of restricted (standard) information or extensive information. Should circumstances require, the Traffic Controller will give unsolicited, restricted or extensive radar information.

Both commercial and leisure traffic may make use of radar information. If it transpires that the traffic participant has insufficient skills or inadequate equipment, the Traffic Controller will supply the traffic participant with the necessary (traffic) information to guide the Ship to a safe haven, anchorage or berth.

Restricted assistance entails rendering a relevant traffic image of the VHF sector with extension into the next sector if necessary. This traffic image will be updated at regular intervals. The radar information must not be repeated by the ship or replied to if the message ends in "OUT".

Only when supplying important information, which must not be missed on board, the VTS operator should ask for a reply. The user of the fairway that is being assisted, should confirm reception. In such a case, the Traffic Controller ends the report with "OVER".

When dangerous situations arise, the message marker "WARNING" is called once as a rule, followed by the ship’s name on the appropriate VHF channel.

For extensive radar navigation assistance, the restricted radar assistance is enhanced with one of the following options: position reports, ground course and speed, estimated passing distances.

7.4 Definitions when giving radar information

- The Traffic Controller ascertains the correct position of the Ship to be informed (so called positive identification).
- Traffic participants must timely indicate that they wish to deviate from their route. Traffic Controllers must react immediately if this is spotted, without having received a report from the Ship.
- Traffic Controllers perform actively (non-passive) in traffic situations to support traffic participants.
- With radar information, a summary is given of the current traffic image, eventually complemented with calculated, expected situations such as meetings and passings, etc. in (passing) distance and time.
- The position of a moving Ship is given by the location of the bow in relation to a point ahead in the fairway, or in bearing and distance. For an immobile ship it is the centre of the track or radar echo as the case may be.
- Passing distance is the distance between the facing sides of the ship involved and the other ship or obstacle, as is at the moment of passing, provided the ground course will be maintained.
- The ground course of a ship is the direction of movement across the ground in relation to True North.
- The distance between two Ships is the shortest distance measured. For meeting Ships, it is the distance bow-bow and for overtaking Ships, it is the distance between bow and stern.
- The distance abeam of a buoy, beacon or obstacle is the distance at right angles with the direction of the fairway, between the bow of a moving Ship to an object.
• The distance to a navigation mark is the shortest distance to this navigation mark (see 5th bullet above).
• The terms inward bound/outward bound are used East of Schone Waardin.
• In approaches and roads, the terms ingoing/outgoing are used.
• To indicate a position before or past a certain point, the terms upstream (above) or downstream (below) may be used.
• If the Traffic Controller is required to give information in a part of the area with no radar cover or visual sight, then he will make this known to the traffic participant requiring the information.
• Position information will be given with regard to well-known reference points. These points are conspicuous, familiar and can be found on the chart.
• Traffic arrangements between ships, such as passing or overtaking, contravening the current regulations, etc. are made between ships themselves. Usually when passing, reference is made to the colour of the side lights, for instance passing green to green, and while overtaking with reference to the side:
  I will overtake you on your port side/starboard side.
• A bearing between two known points is the horizontal angle between True North and the point of bearing. The digits are individually spoken, one by one.
• Distances are given in tenths of kilometres (metres) or nautical miles (or cables). If confusion may arise, digits are spoken separately, f.i. 50 or 15.
• Names of buoys and marks etc. should not be translated and must be spoken as they are marked in the chart, W6 is Whisky 6.
• The transit of buoys means that two consecutive buoys marking a bend in a fairway, are coming in one line with regard to the bow of the Ship.
• Position reports may be given in any of two ways, namely the longitudinal/transversal method or bearing and distance. These reports may be complemented with ground course and speed. Intervals between various reports depend on the traffic image, Ships' speeds, meteorological circumstances, nautical critical points, etc.
• Position reports (longitudinal/transversal method). This is the point to where the ship has progressed in longitudinal direction in the fairway and the transverse distance, measured to the local usual reference line (line of buoys, leading line, the shore, etc.). The transversal distance may also be expressed as 1/3 red, 1/3 green or mid-fairway. If the distance is less than 1/3 of the fairway, the distance should be expressed in metres from the line of buoys. Measuring always refers to the starboard side of the Ship. If this is not possible because of no reference, this should explicitly be reported.
• Position reports (bearing and distance method). This is in regard to the bow of the assisted Ship to a known point. Here ground course and speed may also be given. Should the Ship proceed parallel to the reference line, or deviate from, or approach the reference line, this must be reported.
• Upon request, position reports may be given when anchoring. It must be agreed with regard to which point or to which intended anchor position may be indicated. This could be an anchor position as indicated in the chart, or a position chosen by the Master/Pilot. Information is given as bearing and distance (b/d) from the bow to this anchorage, including ground speed. As a norm for the frequency of reports, the following may be of help:
  - distance more than 1500 m.: b/d every 500 m.
  - distance 1500 - 500 m.: b/d every 200 m.
  - distance 500 to 200 m.: b/d every 100 m.
  - from 200 m.: b/d every 50 m.

For the benefit of an anchor watch, the Master/Pilot must report a number of nautical miles or cables from a fixed point, as well as the number of shackles on deck.
8. Official language

The Permanent Committee of Supervision for Navigation on the River Scheldt has prescribed that the official language of VHF communication in the area controlled by the GNA is the official national language, Dutch. Alternatively the English language may be used (in accordance with SMCP). For Traffic Controllers and traffic participants this entails the following:

8.1 All shipping

- The user of the fairway will be addressed and supported in one of the official languages (Dutch and/or English). Only to avoid an unwanted situation/ incident, another language may be used if one masters that language. The message must then immediately be repeated in Dutch and/or English, for other traffic participants to be able to understand what has been said.

- Should one discover that a traffic participant cannot be approached in one of the official languages (see 8.2.1 bullet 2), this should be passed on to the GNA.

8.2 Inland River Cruise Ships

If an inland river cruise ship is expected, it must be verified that the Captain/Skipper masters one of the official languages (see 8.2.1 bullet 2) before this Ship enters the GNA controlled area.

8.2.1 Verification

- This verification should take place as follows:
  Within the scope of Nautical Sequence, authorities in adjacent ports to VTS-SG are issuing similar instructions for the benefit of their operational staff. This should prevent that these Ships can enter the VTS-SG operational area, if the Skipper/Captain does not master one of the official languages.

- In addition to the above, as a double-check, the Traffic Centres of the VTS-SG will address inland river cruise ships (see 8.2) as follows:

  “It is compulsory to use the Dutch or English language in the area ruled by the Common Nautical Authority, do you speak and understand one of these languages?”

  If he answers positively, one can ask additional questions for further verification, either in Dutch or in English. For instance:
  - what is the Ship’s destination?
  - will you be following the main fairway or the secondary fairway?
  - are you familiar with the fairway?
  - …….?

  Should the Skipper/Captain react in an unclear and unsatisfactory way, the Ship may not be permitted into the controlled area.

8.2.2 Exception at certain Hydro/Meteo circumstances

If an inland river cruise ship states that she wishes to proceed without any passengers, the GNA may (through the Traffic Centre involved) issue an exemption to proceed with a visibility of 1000 metres or less and/or a significant wave height of 1.5 m.

Source: GNA Bass 140-2016 and Bass 002-2018; afdeling Scheepvaartbegeleiding
1/17A WESTERN SCHELDT: SPECIAL AND EXTRAORDINARY TRANSPORTS

NtM 2018-1/17A cancelled

Article 1
By special transport is meant: a floating object which is in such a state that there is a serious risk that when sailing it will endanger the safety of shipping traffic or will cause damages to the works, either will sink or will lose cargo.

By extraordinary transport is meant: a transport unit of which the length, the width, the height above the water, the draught, the manoeuvrability and the speed are not compatible with the characteristics and dimensions of the fairway and/or the engineering structures to be passed.

By Competent Authority is meant: the Common Nautical Authority as meant in Article 6 of the GNB Treaty, comprising the Official Dutch Port Master of Western Scheldt and the Flemish Administrator-General of the Agency for Maritime and Coastal Services.

Article 2
Special and extraordinary transports are only allowed to sail with permission of the Competent Authority.

Article 3
1. In addition to the allowance referred in Article 2 and depending on the type of transport, the following rules are applicable:

A. AREA SEAWARD FROM THE PREVENTION AREA

<table>
<thead>
<tr>
<th>Length of towed object</th>
<th>Min. number of tugboats</th>
<th>Min. number of pilots</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 80 metres LOA</td>
<td>1</td>
<td>1</td>
<td>May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a captain who has knowledge of the local area, and no other tugboats are prescribed. The transport must be able to sail through the water at a minimum speed of 6 km/h.</td>
</tr>
<tr>
<td>&gt; 80 metres LOA</td>
<td>1</td>
<td>1</td>
<td>The tugboat must be via Wielingen/Scheur suited to act as a port tugboat. The transport must be able to sail through the water at a minimum speed of 6 km/h.</td>
</tr>
<tr>
<td>&gt; 80 mtr LOA via</td>
<td>2</td>
<td>1</td>
<td>Tugboats must be suited Oostgat at Westkapelle to act as a port tugboat. The transport must be able to sail through the water at a minimum speed of 6 km/h.</td>
</tr>
<tr>
<td>&gt; 125 mtr LOA</td>
<td>2</td>
<td>1</td>
<td>Tugboats must be suited to act as a port tugboat. If necessary, a sea tugboat can be used here when it is sufficiently suited.</td>
</tr>
</tbody>
</table>
### B. PREVENTION AREA AND RIVER AREA

<table>
<thead>
<tr>
<th>Length of towed object</th>
<th>Min. number of tugboats</th>
<th>Min. number of pilots</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 80 mtr LOA</td>
<td>1</td>
<td>1</td>
<td>May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a captain who has knowledge of the local area, and no other tugboats are prescribed. The transport must be able to sail through the water at a minimum speed of 6 km/h.</td>
</tr>
<tr>
<td>&gt; 80 mtr LOA</td>
<td>2</td>
<td>1</td>
<td>Tugboats must be suited to act as a port tugboat.</td>
</tr>
<tr>
<td>&gt; 150 mtr LOA</td>
<td>3</td>
<td>2</td>
<td>Tugboats must be suited to act as a port tugboat.</td>
</tr>
</tbody>
</table>

### C. CANAL GHENT - TERNEUZEN

<table>
<thead>
<tr>
<th>Length of towed object</th>
<th>Min. number of tugboats</th>
<th>Min. number of pilots</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 80 mtr LOA</td>
<td>2</td>
<td>1</td>
<td>May sail without a pilot when it concerns tugboats that are suited to act as port tugboats, with captains who have knowledge of the local area. The transport must be able to sail through the water at a minimum speed of 6 km/h.</td>
</tr>
<tr>
<td>&gt; 80 mtr LOA</td>
<td>2</td>
<td>1</td>
<td>Tugboats must be suited to act as a port tugboat.</td>
</tr>
<tr>
<td>&gt; 150 mtr LOA</td>
<td>3</td>
<td>2</td>
<td>Tugboats must be suited to act as a port tugboat.</td>
</tr>
</tbody>
</table>

### D. TIME OF DEPARTURE FROM ONE OF THE SCHELDT PORTS

When departing from one of the Scheldt ports, a special or extra-ordinary transport announces itself at least 1 hour before departure to the competent authorities through the traffic centre of that area. In case the circumstances require so, the competent authority can impose deviating schedules.

### E. VISIBILITY LIMITATIONS WITHIN THE MENTIONED AREAS

In the event of a visibility of less than 1,000 metres, the fairways inwards the OG buoy and upwards Flushing Roads may not be sailed. When during the voyage the transport encounters bad visibility, ad hoc measures can be taken by the competent authority.

### F. SHORE-BASED PILOTAGE

Special and extraordinary transports are excluded from remote pilotage.

2. Depending on the circumstances or technical possibilities, the competent authority can subject the permission to special and complementary rules or deviate from the rules as mentioned in the first sub-section.
**Article 4**
The request for permission, as mentioned in Article 2, must be done using the Checklist Transport as included in the Appendix to this Announcement. At least 72 hours before arriving at the control area of the Common Nautical Authority, the request must be sent to:

Gemeenschappelijke Nautische Autoriteit  
Commandoweg 50  
4381 BH Vlissingen  
phone: 0031-118-424760  
fax: 0031-118-467700  
e-mail: gna-scc@vts-scheldt.net

**Article 5**
Herewith the Common Announcements 01/99, 07/2004 and 08/2004 are cancelled

**Article 6**
These rules take effect on 15 May, 2010, and will be published in the Dutch Government Gazette and the Belgian Official Gazette.

Source: GNA: Joint Announcement 02-2010; MDK DAB Loodswezen
**Bijlage bij GB 02-2010**

**Checklist Transport**

**Gemeenschappelijke Nautische Autoriteit**

**Van:** Aan: Gemeenschappelijke Nautische Autoriteit
**Telnr:** Faxnr: Datum: Tijd:

### BIJZONDERHEDEN M.B.T. HET OBJECT

<table>
<thead>
<tr>
<th>Naam OBJECT:</th>
<th>G.T.:</th>
<th>Hooft:</th>
<th>m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lengte:</td>
<td>m.</td>
<td>Ankermogelijkheden:</td>
<td></td>
</tr>
<tr>
<td>Breedte:</td>
<td>m.</td>
<td>Lading:</td>
<td></td>
</tr>
<tr>
<td>Diepgang V / A:</td>
<td>dm.</td>
<td>Aantal opvarenden:</td>
<td></td>
</tr>
</tbody>
</table>

### INFORMATIE BETREFFENDE HET TRANSPORT

<table>
<thead>
<tr>
<th>ETA/ETD MELDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Datum:</td>
</tr>
<tr>
<td>ETA/ETD:</td>
</tr>
<tr>
<td>Zeetraject: Wandelaar/Steenbank</td>
</tr>
</tbody>
</table>

### INFORMATIE M.B.T. DE SLEEPBOTEN

<table>
<thead>
<tr>
<th>Soort/type:</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naam:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lengte:</td>
<td>m.</td>
<td>m.</td>
<td>m.</td>
<td>m.</td>
</tr>
<tr>
<td>Breedte:</td>
<td>m.</td>
<td>m.</td>
<td>m.</td>
<td>m.</td>
</tr>
<tr>
<td>Nationaliteit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roepletters:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diepgang:</td>
<td>dm.</td>
<td>dm.</td>
<td>dm.</td>
<td>dm.</td>
</tr>
<tr>
<td>Bollard pull:</td>
<td>ton</td>
<td>ton</td>
<td>ton</td>
<td>ton</td>
</tr>
</tbody>
</table>
Bijlage bij GB 02-2010

**Toelichting bij Checklist Transport**

1-Kop van het bericht

1 - Van: Naam van de aanvrager invullen.
2 - Telnr. en Fax.: Telefoonnummer en faxnummer van de aanvrager invullen.
3 - Datum en tijd: Datum en tijd van verzending.

2-Bijzonderheden m.b.t. het object

1- Naam object: Naam van het object indien geen naam dan bij “informatie betreffende het transport” hierover vermelden.
2- G.T.: Gross Tonnage.
3- Lengte: Lengte over alles.
4- Breedte: Grootste breedte.
5- Diepgang V/A: Diepgang het van object. Zowel V(oor)- als A(achter)- diepgang vermelden (indien de grootste diepgang van het object niet een der genoemde diepgangen is, dan deze vermelden onder “informatie betreffende het transport”).
6- Hoogte: De maximale hoogte van het object in meters boven water.
7- Ankerbijkmogelijkheden: Aantal ankers en of deze nog goed werken.
8- Lading: Aard van de lading: bv. IMO lading, boorplatform op een ponton, o.i.d.
9 - Aantal opvarenden: aantal opvarenden aan boord van het object.

3-Informatie betreffende het transport

Hier alle belangrijke bijzonderheden van het transport vermelden, bv.:

- Soort object, bv. ponton, tunnelsegment, dood schip, pijpleiding, schadeschip, etc.
- Alsook bij bv. pijpleiding doorsnede leiding, hoever deze onderwater ligt (bv. in mtr., V of Vₙ onderwater o.i.d.).
- Bij schadeschip welke schade, waar en de grootte v/d schade, situatieschets van de schade, etc.
- Bij ponton indien lading uitsteekt hoever deze uitsteekt en aan welke zijde, etc.
- Ook wanneer een sleep wordt overgenomen door een duwboot, of andere slepers dit hier vermelden.
- Manier van slepen vermelden, meerdere sleeptransporten bij elkaar (bv. 2 pijpleidingen naast elkaar o.i.d.)
- Bijzonderheden verlichting object, etc.
- Indien een extra sleepboot wordt voorgeschreven op een bepaald punt (bijv.: passage, noordelijk/westelijke grens voorzorgsgebied) dan: naam en ETA van de extra sleepboot op het bepaalde punt vermelden. Indien deze gegevens nog niet bekend zijn dan dient men deze tijdig door te geven aan de Gemeenschappelijke Nautische Autoriteit.
- **Kortom alle bijzonderheden die belangrijk zijn voor de bevoegde instanties welke het transport moeten behandelen en/of toestemming omtrent het transport moeten geven.**
Bijlage bij GB 02-2010

4-ETA/ETD melding

1 - Datum en ETA/ETD: Verwachte datum en tijd van aankomst/vertrek.
3- Vertrekhaven: Altijd vermelden.
4- Bestemmingshaven: Altijd vermelden.
5- Ligplaats: Altijd vermelden.

5-Informatie m.b.t. de sleepboten

1 - Naam: De gevraagde gegevens invullen.
2 - G.T.: De gevraagde gegevens invullen.
3 - Lengte: De gevraagde gegevens invullen.
4 - Breedte: De gevraagde gegevens invullen.
5 - Nationaliteit: De gevraagde gegevens invullen.
6 - Roepletters: De gevraagde gegevens invullen.
7 - Diepgang: De gevraagde gegevens invullen.
8 - Bollard pull: De trekkkracht van de sleepboot.
9 - Soort / type: Soort en/of type voortstuwing of schroef invullen (bv. of het een gewone sleepboot is, of de sleepboot een Z-peller heeft of een ander soort van voortstuwing heeft).

Formulier faxen of e-mailen:
Fax 0031 (0) 118-467700
E-mail: gna-scc@vts-scheldt.net
1/17B SCHELDT AND ITS ESTUARIES: OVERSIZED COMMERCIAL VESSELS

NTM 2018-1/17B cancelled

Following:
- art. 2 § 1.4 of the Belgian K.B. of 23-09-1992 holding shipping regulations for the Lower Sea Scheldt (BS 17-10-1992),
- art 3.3 of the Belgian K.B. of 04-08-1981 holding police- and shipping regulations for the Belgian territorial sea, the ports and beaches of the Belgian coast (BS 01-09-1981),
- art 2.1.d of the Dutch Resolution of 15.01.1992 holding shipping regulations for the Western Scheldt (Stb 1992, 53),
- art. 16.3° of Decree of 16 June 2006 relating to the escorting of shipping on maritime access-routes and the organization of the Maritime Rescue and Coordination Centre (B.S. 26-10-2006),
- art 2 § 1d of the Belgian KB of 23-09-1992 holding the shipping regulations for the canal Ghent to Terneuzen,
- art. 2.1.d of the Dutch Resolution of 11-12-1991 holding the shipping regulations for the canal Ghent to Terneuzen,

the directives for an oversized commercial vessel have been determined as follows:

1. Waterway Oostgat/Sardijngeul:
a draught of 7.5 m and over and/or a length of 170m and over.

2. Waterways on which the “Police and Shipping regulations for the Belgian territorial sea, coastal ports and beaches” apply, with exception of the coastal ports on the roads from and towards the access channels of these ports (norms provided in Section 1/20A), Western Scheldt and Lower Sea Scheldt, downwards towards the parallel of the Light “Blauwgaren”:
a draught of 10m and over and/or a length of 200m and over.

3. Waterway Lower Sea Scheldt upwards towards the parallel of the Light “Blauwgaren”:
a draught of 8m and over and/or a length of 170m and over.

4. Upper Sea Scheldt:
a draught of 5m or over and/or a length of 115m (LOA) or over.

5. Waterway canal of Ghent to Terneuzen:
a draught of 10m or over and/or a length of 180m (LOA) or over.

Source: MDK DAB Loodswezen - afdeling Scheepvaartbegeleiding; GNA Bass 65-2002 - GB 001-2002
After consultation between the Common Nautical Authority (GNA), the Port Services: Ghent, Antwerp, Zeebrugge, Ostend, Zeeland Seaports Flushing, Terneuzen and the Pilotage services, it was found that because of clarity and consistency there is the need for a procedure for drawing up an Arrival Procedure for vessels having a harbour adjacent to the VTS-Scheldt area as her destination.

The intended procedure is conducive to a safe and smooth navigation from and to the harbours adjacent to the VTS-Scheldt area.

Unequivocal procedures within the VTS-Scheldt area are required.

The competent Flemish authority, that is the Administrator-General of the Agency for Maritime and Coastal Services, has agreed to also apply the Arrival Procedure laid down to shipping sailing to the harbours of Zeebrugge and Ostend in view of an unequivocal procedure within the VTS-Scheldt area.

Considering Section 8 of the Treaty between the Kingdom of the Netherlands and the Flemish Region concerning the Common Nautical Management in the Scheldt area dated 21 December, 2005.

Considering the decree Pilot Order Regulation Scheldt Regulations.

The following Procedure Arrival & Chain Operation is established:

For a vessel having a harbour adjacent to the VTS-Scheldt area as her destination, of which the shipping agent wants to indicate how a vessel should proceed, the shipping agent must announce this through the respective harbour information systems. There where such a system is not available for or from the intended berth or is not offered by a harbour, this must be done through the LIS.

**Article 1. Procedure arrival from Sea**

1. The agent always announces the ETA at the pilotage point, or ETA Entry operational area for navigation without a pilot not passing through a pilotage point.
2. The agent announces whether the vessel is proceeding with/without a pilot or partially with a pilot.
3. Furthermore, the agent gives information about the proceeding of the vessel, both for navigation with a pilot and navigation without a pilot. The agent can select from four types of arrivals, of which only one can be actively concurrent:
   3.1 The vessel is allowed to proceed when arriving at the pilotage point (ETA).
   3.2 The vessel is only allowed to proceed from the requested time at the pilotage point (GTO).
   3.3 The vessel has a requested time of arrival in the harbour (GTA).
   3.4 The vessel is not allowed to proceed (BTV)

**Article 2. Procedure for a voyage between two harbours within the operational area**

1. The agent of the harbour of departure always announces the ETD at the berth, however only after having consulted the agent of the harbour of arrival whether the vessel can sail between both harbours without delay.
2. The agent of the harbour of departure announces whether the vessel will proceed with/without a pilot or partially with a pilot.
3. The agent of the harbour of arrival gives information about the arrival of the vessel, both for navigation with and navigation without a pilot. The agent can select from three types of arrivals, of which only one can be actively concurrent:
   3.1 The vessel is allowed to proceed at departure from other harbour (ETA).
   3.2 The vessel has a requested time of arrival in the harbour (GTA).
   3.3 The vessel is not allowed to proceed (BTV)
Article 3

When the vessel is ordered to sea by the GNA, the procedure ‘Arrival from Sea’ becomes effective for the agent at the harbour of arrival, in accordance with article 1.

Hereby the Joint Announcement no. 001/2012 is cancelled

This announcement enters in force as from 4 February, 2014, and will be published in the Government Gazette of the Kingdom of the Netherlands and the Belgian Bulletin of Acts, Orders and Decrees.

Explanation:
The type of proceeding describes how a vessel will proceed:
- Arrival type ETA; the vessel will proceed, and the pilot will come on board at the pilotage point, if required (subject to restrictions imposed by the GNA and/or port authorities). In case the master/vessel changes the ETA, the vessel will proceed earlier or later because of this announcement (and the pilot will come onboard, if required).
- Arrival type GTO; the agent will announce the requested time of proceeding, the vessel will proceed at that time and the pilot will come onboard, if required (subject to restrictions imposed by the GNA and/or port authorities). In case the master/vessel advances the required time of arrival, it will not affect it.
- Arrival type GTA; the agent will announce the requested time of arrival in the harbour. Using its prediction model in LIS, the Pilotage Service will calculate at what time the vessel will proceed and/or the pilot will come on board (and communicate this). Next, the vessel will proceed at this time and/or the pilot will come on board, subject to restrictions imposed by the GNA and/or port authorities. In case the master/vessel advances the estimated time of arrival (ETA), it will not affect it.

The reference point for the arrival type GTA is:
- for Antwerp: the Co-ordination Point (CP);
- Upper Sea Scheldt: Antwerp Roads;
- Zeebrugge: Zeebrugge Roads;
- Ostende: Ostende Roads;
- Other (Ghent, Terneuzen, Flushing): berth.
- Arrival type BTV; the vessel cannot proceed. Any pilot order is cancelled

Remark:
- For navigation with pilot onboard, the Pilot Order Regulations apply.
- A Suspension to Proceed (BTV) is not applied in the harbour of Zeebrugge.
- Role of the GNA in an arriving voyage from another harbour within the operational area; when the vessel without free berth sails to another harbour, the GNA decides on the subsequent steps, in case the vessel enters the GNA operational area. Starting point in this decision of the GNA is ‘ship goes to sea’.

Source: GNA: Bass 117-2013 - GB 06-2013; MDK DAB Loodswezen
1/17D ARRIVAL AND DEPARTURE RULES TO AND FROM ANTWERP FOR SHIPS WITH A MARGINAL DRAUGHT OR LENGTH

NtM 2018-1/17D cancelled.

General remarks:

- The Common Nautical Authority is abbreviated to GNA.
- Antwerp Port Company is abbreviated to HA.
- Western Scheldt Planner is abbreviated to WESP; this is a tool for calculating tidal windows.
- Requested Time of Arrival is abbreviated to RTA; Coordination Point Antwerp is abbreviated to CP.
- Passage through the Scheldt area by the reported vessels is subject to an Authorisation for Arrival or Departure, issued by the GNA. To this end, the form that can be downloaded from the website www.vts-scheldt.net must be filled in completely and sent to: GNA-SCC@vts-scheldt.net with vtsa.loods@mow.vlaanderen.be in CC.
- All draughts relate to the greatest/maximum depth and are expressed in decimetres. On the river stretch allowance is made for a density of 1000 kg/m$^3$ and on the sea stretch allowance is made for a density of 1020 kg/m$^3$.
- All ship lengths and ship beams are expressed in metres and relate to the overall length and the overall beam.
- For reasons of safety and/or according to the capacity of the ship channel, and/or based on the information provided by the APA in relation to problems with the available capacity of a lock and/or the availability of the berth, the GNA may impose conditions on the number of marginal/oversized ships arriving or departing simultaneously for each tide.
- Both for arrivals and for departures, the tidal windows are calculated via the route “Vaargeul 1” using WESP. We bring to your attention - perhaps unnecessarily - the fact that these tidal windows also take into account the possible restrictions due to the air draught of the ship in relation to the clearance height of the high-voltage cables on the stretch at Zandvliet.
- Container ships with a minimum keel clearance of 1 metre in the lock chamber may depart from the Zandvliet-Berendrecht complex and the Kieldrechtsluis at rising tide. In this connection, soundings are taken in the Berendrechtsluis, Zandvlietsluis and Kieldrechtsluis at least four times a year and these are made available digitally via ENC charts.
- In the Deurganckdok, all ships with a length greater than 260 metres must moor “head-out”. On request, and in exceptional cases, the GNA may, in consultation with the HA, grant permission to derogate from this requirement. At the Noordzee and Europa Terminals, ships are preferably moored according to tide, taking into account any following destination there may be (shift to ET or BES/ZAS (NZT) and Deurganckdok (ET and NZT)).
- At the container terminals on the river, at the place where the ship moors, upon arrival and departure there may be no dock cranes within two mooring posts in front of and behind the bow and stern, respectively, of the ship.

- The Scheldt Navigator Marginal Ships is abbreviated to SNMS and is a navigation system accepted by the GNA - an expanded version of this navigation system is the “FULL SNMS.”
I. SHIPS WITH A MARGINAL DRAUGHT

I.1. Arriving ships with a draught of 120 dm or more and as their destination the Rechteroever locks, or with a draught of 125 dm or more and as their destination the Linkeroever or the tide-restricted container terminals
These are covered by the general requirements and special requirements 1 to 7.

I.2. Departing ships with a draught of 120 dm or more and leaving from the Rechteroever locks, or with a draught of 125 dm or more and leaving from the Linkeroever or the tide-restricted container terminals
These are covered by the general requirements, and special requirements 6 to 11.

II. SHIPS WITH MARGINAL DIMENSIONS IN LENGTH AND/OR BEAM

II.1. Ships with a length of between 300 and 340 metres and/or a beam equal to or greater than 45 metres:
These are covered by the general requirements, and special requirements 1 to 12 and requirement 16.

II.2. Container ships with a length of between 340 and 360 metres:
These ships are covered by the general requirements, and special requirements 1 to 16.

II.3. Container ships with a length of 360 metres or more and/or wider than 51 metres, of those types for which trial voyages were evaluated positively:
These ships are covered by the general requirements, and special requirements 1 to 14, 16, and additional conditions C.1 & C.2.

III. REQUIREMENTS

A) General requirements for all marginal ships (I and II)

a) At the start, visibility must be at least 1,000 m on the whole route in question.
b) For each arrival or departure, written permission must be requested from the GNA using the above-mentioned request form at least 6 hours prior to arrival at the Wandelaar or Steenbank pilot station, or 6 hours prior to departure from the berth.
c) After consulting with, and obtaining the agreement of, the GNA, it is determined within which tidal window arrival or departure must take place, and this is then implemented by Antwerp Coordination Centre (ACC).
d) Before the ship actually leaves its berth behind the lock, this is notified by the dock pilot to the Port Authority, indicating the draught. The draught must be checked for accuracy for the benefit of the GNA, and any deviations must be reported to the GNA.
e) The pilots’ advice regarding the use of tugs must be followed exactly.
f) When issuing an authorisation for arrival or departure, for bulk carriers, tankers and ships of comparable manoeuvrability a manoeuvring speed as specified in points B 2 and B 9 is presumed, and for container ships the speeds as referred to in appendix §4 are taken into account. For other shipping, a speed of 12 knots through the water is taken into account. If a ship is unable to satisfy these conditions, additional preconditions may be imposed on the arrival or departure.
g) Depending on the hydrological/meteorological conditions, circumstances relating to the ship, expected traffic intensity and circumstances relating to the waterway, additional conditions may be imposed by the GNA in consultation with the VBS-Nautical officer. The OMS weather forecast is used as a basis for the meteorological projections.
h) The GNA may, after consulting with the VBS-Nautical officer, impose additional requirements to protect the interests involved. These requirements must be complied with immediately.

B) Special requirements

1. Maximum draught on arrival:
   - at the locks on the right bank is 155.6 dm;
   - at the Kieldrechtsluis is 154 dm for bulk carriers, tankers and ships of comparable manoeuvrability. Greater draughts are possible for container shipping;
2. For bulk carriers, tankers and ships of comparable manoeuvrability, a speed of 12 knots is presumed for both the river and sea stretches and the following arrival schedule is to be followed:
   a) Draught less than 135 dm: these ships arrive, at both low and high tide, within their tidal window.
   b) Draught of 135 dm up to and including 145 dm: these ships navigate according to the tidal window, with arrival at CP at the latest 1 hour after HW at Prosperpolder.
   c) Draught greater than 145 dm:
      a. With as their destination the Rechteroever locks, these ships navigate with arrival at CP at HW + 15 minutes at Prosperpolder.
      b. With as their destination the Kieldrechtsluis, these ships navigate with arrival at the mouth of the Deurganckdok 40 minutes after HW Prosperpolder. After 6 voyages with these types of ship, this will be evaluated.

3. The order of arrival at CP, in accordance with the port planning of the HA, is partly determined by the imposed RTA CP and is translated into an arrival order and endorsed by the GNA as soon as possible, preferably before piloting, taking into account the total traffic image within the GNB area.

4. The ship is handled by the roads service as a priority.

5. The arriving ship must begin its voyage at the start of its tidal window. This means that the ship left the pilot station at least 60 minutes before the end of its tidal window.

6. After consulting with the VBS-Nautical officer and/or the service pilot and the GNA, the latest possible time of arrival in the roads at Vlissingen is determined by the GNA.

7. The ship is preferably at the front of the lock, but at such a distance from the lock gates that the tugs have enough room to adequately assist the ship. As regards the right bank, ships with a beam of 43 metres or more should preferably be taken through the Berendrechtsluis.

8. The ship should preferably depart at the start of its tidal window and must be on course on the river at least 60 minutes before the end of its tidal window.

9. For departures from the Zandvliet/Berendrecht complex and the Kieldrechtsluis, the maximum draught is 145 dm. Greater draughts may be allowed for departures from the Kieldrechtsluis, provided the ship indicates the current manoeuvring speed on the river stretch and on the sea stretch for each individual authorisation.
   Greater draughts are permitted for container ships, provided:
   a) The draught of 152 dm is not exceeded.
   b) For each individual authorisation, such a ship must indicate the current manoeuvring speed through the water on the river stretch and on the sea stretch.
   By way of derogation from paragraph 1 of point 9, for bulk carriers, tankers and ships of comparable manoeuvrability a maximum draught on departure of 140 dm applies. For these ships, a speed of 11 knots is presumed on the river stretch and a speed of 12 knots is presumed on the sea stretch. The GNA can allow derogations from the 140 dm draught for an individual authorisation if the ship guarantees in writing that it can comply with the required speeds.

10. After submitting a request, ships with a draught of between 120 dm and 135 dm are assigned an indicative tidal window by the GNA as quickly as possible.

11. The GNA will make a decision on the tidal window of a departing ship with a draught of 135 dm or more between 12 hours and 6 hours before departure from the berth.

12. However, the GNA will provide indicative tidal windows earlier at the request of the ship.

13. Two pilots are required on the river stretch, at least one of whom must be in the highest category.

14. Instructions relating to shipping encounters:
   a) On the sea stretch: there are no restrictions in terms of passing/crossing for arrivals and departures.
   b) On the river stretch: for arrivals and departures, due to the dimensions of the ship in relation to the dimensions of the ship channel, encounters with the following vessels must be avoided in the Pas van Borsele and the Nauw van Bath:
      - Ships covered by the requirements of Joint Notification 02-2009 (large gas carriers)
      - Special and exceptional transports
      - Oversized ships

15. In case of a wind force of more than 7 Bft at the Noordzee and Europa Terminals, locks or Deurganckdok, permission to arrive or depart will not be granted.

16. Journey planning for the ships referred to in paragraph II heading for the Noordzee Terminal:
   a) For the Noordzee Terminal berth S 903 (with possible overlap onto S905), ships more than 300 metres in length may only moor/unmoor during high tide, until 1 hour after high water. It is not permitted to moor/unmoor from 1 hour after HW until LW.
   b) For the other berths, ships may moor and depart at any time in accordance with their tidal window (if applicable).
C) Additional conditions for the arrival and departure of the ships referred to in II.3
The following additional conditions apply to the arrival and departure of the ships mentioned:

C.1. Overview of the additional conditions

Maximum wind force (measured at the Zandvliet/Berendrecht complex or Kieldrechtsluis):

Destination/departure Berendrecht sluise or Kieldrechtsluis:
Both when arriving at and departing from the locks: 5 Bft

Destination/departure tide-restricted container terminals:
Arrival: 6 Bft
Departure: 7 Bft

Maximum draught:

Destination/departure Berendrecht sluise:
Arrival: 155.6 dm.
Departure: 145 dm.
a) If the Berendrecht sluise is at target depth.
b) If the stretch from in the Berendrecht sluise to the pilot crossing post is at target depth.
c) If, due to a large draught or other reasons, a ship must travel slower than the speeds referred to in §4 of the annex, this element will be included in the implementation of the conditions.

Destination/departure Deurganckdok and Noordzee Terminal:
Arrival: 155 dm.
Departure: 152 dm.
a) If the stretch from the berth to the pilot crossing post is at target depth.
b) If, due to a large draught or other reasons, a ship must travel slower than the speeds referred to in §4 of the annex, this element will be included in the implementation of the conditions.

For departing with a larger draught, the GNA may grant permission if the ship in question specifies a guaranteed speed through the water that makes this possible and if the circumstances allow the ship to navigate at those speeds.

On Vlissingen roads - Antwerp route or vice versa, aim for the following:
- Maintain a minimum distance of 3 miles between ships more than 300 metres in length and the ship referred to in this article above buoy 35 (travelling in the same direction). An effort must be made to definitively establish the arrival order of ships more than 300 metres in length for Vlissingen roads.
- The pilots of these ships are swapped by the roads service using a separate pilot boat as soon as possible in the roads area.
- The location and method of swapping pilots is dictated by nautical elements such as wind direction, volume of traffic, passage time through Vlissingen roads, etc., which may vary from one arrival to the next. This can be changed by the service pilot on request. This must be notified in good time through the appropriate channels.
- If a ship is not moored “head-out” in the Deurganckdok, then the ship may only depart between high tide and High Water.
- Three hours before the ship actually leaves its berth this is notified by Zandvliet Traffic Centre to the GNA.

C.2. Binding agreements to be made with the service providers and parties in the chain operation (see appendix 1)
IV. NEW TYPES OF SHIP TO BE NOTIFIED WITH DIFFERENT CHARACTERISTICS FROM THE SHIPS REFERRED TO IN I AND II.

For such ships, the ship owner must submit a written request, accompanied by a ship file, to the Common Nautical Authority no later than two months prior to departure for Antwerp. The ship file must include the following documents:

- Ship's principal particulars
- Ship's harbour speed table
- Result of Crash Stop Astern Test
- Result of Turning Circle Test
- Result of Zig Zag Test
- Result of Lowest Revolution Test Main engine
- Result of Bow Thruster Test
- General arrangement plan
- Mooring arrangement and anchor handling plan
- Table of lateral wind pressure force

The written request, accompanied by the ship file, must be sent to the following address:

Common Nautical Authority,
Commandoweg 50, 4381 BH, Vlissingen.
Tel.: 0031-(0)118 424 760 or 0031-(0)118 424 758,
Fax: 0031-(0)118 467 700 or 0031-(0)118 418 142

Based on the ship file, in consultation with both pilot services and in collaboration with the Standing Committee, the GNA will decide within 8 weeks whether and under what conditions permission is granted for the arrival and departure of the ship type in question for which a written request was submitted.

V. EVALUATION

One year after its entry into force, the provisions of this notification will be evaluated by the nautical-technical guidance committee.

VI. ENTRY INTO FORCE

This notification will be published in the Netherlands Official Gazette and the Belgian Official Gazette and comes into force on 26 June 2017.

NtM 2017-01/17D (Joint Notification 03-2016) is hereby cancelled.

ANNEX

MAKING BINDING AGREEMENTS WITH THE SERVICE PROVIDERS AND PARTIES IN THE CHAIN OPERATION

1. Antwerp Port Authority (HA):
   - When departing for the docks, the dock must be empty and available from Saeftinghe.
   - HA tugs: tugs available and to be deployed on binding pilot’s advice
   - For ships that have to exchange positions, the agent provides, before the voyage begins, a “fallback position” at the Noordzee Terminal - Europa Terminal - Deurganckdok that will be available during the passage to CP, which is referred back to the GNA. If, in the case of passage to CP, it appears that exchange of positions is not possible because the requested berth is not yet free at that time, the fallback position must be immediately available.
   - Waterway must be at the required depth from the Berendrechtsluis to the berth at Delwaidedok.
   - Soundings are taken in the Zandvlietsluis and Berendrechtsluis at least four times a year and these are made available digitally for SNMS via ENC charts.
   - The locking off of the locks at Antwerp is organised according to the arrival/departure of the ships referred to in this annex.

2. Tug service on the river stretch:
   For arrivals:
   - 3 tugs must initially be available and deployable on binding pilot’s advice.
   For departures:
   - A minimum of 2 tugs depending on weather, wind and current, on binding pilot’s advice.
   - Contact with Brabo is made beforehand by the river pilots/ACC pilot regarding the possible need for additional tug assistance.

3. Pilot services
   3.a. River:
   - The sea pilot and the river pilots must be present in good time, at the pilot crossing points, at the departure location and at Vlissingen roads respectively.
   - In any event, from both the Dutch and Flemish side, on the river stretch a pilot must be on board who has been trained for this type of ship on a GNA approved simulator.
   - On the river stretch, use is made of a “FULL SNMS” navigation system.
   - Both for arrivals and departures, for ships of the aforementioned class, an effort is made to use two pilots of the highest category on the river stretch.
   - A joint instruction on the application and implementation of this Joint Notification will be issued by the GNA in collaboration with the pilot services.
   3.b. Brabo pilot service:
   - The ship is piloted by a “dedicated pilot” who has been trained for this type of ship on a simulator approved by the GNA. This pilot must be on board in good time.

4. Drawing up binding voyage plans:
   - The voyage plan and keel clearance are calculated using WESP, and the data are saved.
   - For arrivals, tidal windows are calculated using 14 knots on the sea stretch and 12 knots on the river stretch.
   - For departures, tidal windows are calculated using 15 knots on the sea stretch and 11 knots on the river stretch.

5. Advanced traffic guidance:
   - Shipping from Zandvliet/Berendrecht lock complex, Terneuzen and Hansweert is briefly stopped during passage.
1/18A CANAL GENT-TERNEUZEN:
PASSAGE POINTS

NtM 2018-1/18A cancelled

Because of the need for a safe and smooth throughfare, there is an adaptation of the indicated passage points on the Canal from Ghent to Terneuzen, and considering Article 18, paragraphs 2 and 3 of the Dutch Shipping Regulations for the Ghent - Terneuzen canal, and considering Article 18, paragraphs 2 and 3, of the Belgian Shipping Regulations for the Ghent - Terneuzen canal, the following rules are established:

Article 1
The following parts of the Canal from Ghent to Terneuzen are indicated as passage points:

1. Oversized sea-going vessels sailing with opposite courses can only pass each other at the following locations:
   a. The Western Outer Harbour;
   b. Between the southern mouth of the Westsluis and the Massagoedhaven;
   c. Between the southern mouth of the 'straatje van Zelzate' and the Rodenhuizedok;
   d. At the entrance to the Mercator dock;
   e. At the entrance to the Siffer dock.

2. Moreover, oversized sea-going vessel with a draught of less than 10 metres sailing with opposite courses can, apart from the locations mentioned in sub 1, also pass each other at the following locations:
   a. The 'Axelse Vlakte' close to Sluiskil, if, at Hydro Agri Alpha, there is no vessel moored loaded with ammonia;
   b. Three quarters’ south of the Sluiskil island;
   c. South of the Sas van Gent bridge;
   d. At the 'Ghent Coal Terminal'.

3. Sea-going vessels with a length of 245 metres or more and a pusher convoy or a coupled convoy with a width of 15 metres or more sailing with opposite courses can pass each other at the following locations:
   a. The Western Outer Harbour;
   b. Between the southern mouth of the Westsluis and the Massagoedhaven;
   c. The 'Axelse Vlakte' close to Sluiskil, if, at Hydro Agri Alpha, there is no vessel moored loaded with ammonia;
   d. Three quarters’ south of the Sluiskil island;
   e. North and south of the Sas van Gent bridge;
   f. Between the southern mouth 'straatje van Zelzate' up to and including Rodenhuize dock;
   g. At the 'Ghent Coal Terminal';
   h. At the entrance to the Mercator dock;
   i. At the entrance to the Siffer dock.

Article 2
The Announcement to the Shipping Traffic Ghent - Terneuzen Canal no. 14/1992 dated 1 April, 1992 (Dutch Government Gazette no. 78/1992) is cancelled at the coming into effect of these rules.

Article 3
These rules come into effect as from the 1st of June, 2012.
These rules will be published in the Dutch Government Gazette and the Belgian Government Gazette.

Source: GNA: Bass 050-2012 – GB 02-2012
For a safe and smooth circulation of ships which can only use the Western Lock Terneuzen, and in order to prevent or limit damages by this shipping traffic to the works, it is necessary to lay down specific rules;

By decision dated 20 September, 2010, the Dutch shipping regulations for the Ghent - Terneuzen canal have been changed (Government Gazette of the Kingdom of the Netherlands 2010, 748);

Considering Section 8 of the Treaty between the Kingdom of the Netherlands and the Flemish Region with regard to the common nautical management in the Scheldt area;

Considering the work agreements Chain Operation Ghent - Terneuzen Canal, signed on 11 May, 2010;

Considering Article 39, section 1, 2, 4, 5, part b and 12 and Article 53 of the shipping regulations for the Ghent - Terneuzen canal;

then the following rules are established:

Article 1.
1. By ranking time is meant: the expected time of arrival at the lock.
2. Ships are locked in the order of their ranking time at the lock of Terneuzen.
3. The ranking time at the lock is calculated using a prediction model accepted by the Common Nautical Authority on the basis of the departure time berth or pilot order time for sea-going vessels, and for ships without pilot on the basis of the ETA at the pilotage point.
4. The ranking time at the lock for inland waterway vessels must be reported by the captain to the Traffic Centre Terneuzen through VHF channel 69 or through telephone number 0115-682454.
5. The estimated locking time is determined between 12 hours and 6 hours before arrival at the lock.
6. 6 hours before arrival at the lock, the locking time becomes final.
7. In case a ship cannot meet the locking time - i.e. suffers a delay of more than 20 minutes - this should be announced to the Traffic Centre Terneuzen as soon as possible. The ship will be allocated a new locking time.
8. Delays of one ship may not result in delays of another ship within the next 6 hours.
9. In case of blockings of an object, the lock planning for all ships is deferred - if necessary.

Article 2.
These rules come into effect as from the 1st of March, 2011.

1/18C CANAL GENT-TERNEUZEN: ALLOWED DIMENSIONS AND DRAUGHTS FOR SEA-GOING VESSELS

BNtM 2018-1/18C cancelled.

Considering Article 38, paragraph 2, and Article 53, paragraph 2 of the Dutch Shipping Regulations for the Ghent - Terneuzen canal, and considering Article 52, paragraph 2, of the Belgian Shipping Regulations for the Ghent - Terneuzen canal, the following rules are established:

CHAPTER I - SEA-GOING VESSELS WITH A WIDTH UP TO A MAXIMUM OF 34 METRES AND A LENGTH UP TO A MAXIMUM OF 265 METRES

Article 1. Sea-going vessels sailing up and down the canal
In addition to Article 38, paragraph one, respectively Article 38, paragraph one, of the Dutch and the Belgian Shipping Regulations for the Ghent - Terneuzen canal respectively, sea-going vessels with a draught from 12.30 metres up to a maximum of 12.50 metres and with a keel clearance of at least 1 metre are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

a. prior to the vessel sailing up the canal, the draught of the vessel is measured by an authorized and certified company, the measurement being carried out in the Put van Terneuzen or at the latest in the Western Outer Harbour of the Terneuzen lock complex;

b. prior to the vessel sailing down the canal, the draught of the vessel is measured of the place of departure by an authorized and certified company;

c. the results of the measurements mentioned under a and b are presented to the Common Nautical Authority at first request;

d. a qualified helmsman is used;

e. tugboats are used according to what has been laid down in Article 2.

Article 2. Use of tugboats
1. Depending on the length and the draught of the sea-going vessel, tugboats shall be used as follows

<table>
<thead>
<tr>
<th>Length overall (in metres)</th>
<th>Draught (in metres)</th>
<th>Number of tugboats</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 180 and &lt; 210</td>
<td>&gt; 12.30 and ≤ 12.50</td>
<td>As a minimum 1 tugboat with adequate towing force</td>
</tr>
<tr>
<td>≥ 210 and &lt; 245</td>
<td>&gt; 12.30 and ≤ 12.50</td>
<td>2 x ≥ 25 ton</td>
</tr>
<tr>
<td>≥ 245 and ≤ 265</td>
<td>&gt; 12.30 and ≤ 12.50</td>
<td>1 x ≥ 39 ton</td>
</tr>
</tbody>
</table>

2. In deviation of the first paragraph, if the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided, in consultation between the traffic centre at Terneuzen and the pilots, to deploy a different tugboat configuration.
CHAPTER II - SEA-GOING VESSELS WITH A WIDTH FROM 34 METRES UP TO A MAXIMUM OF 37 METRES AND A LENGTH UP TO A MAXIMUM OF 230 METRES

Article 3. Sea-going vessels sailing up and down the canal
In addition to Article 38, paragraph one, respectively Article 38, paragraph one, of the Dutch and the Belgian Shipping Regulations for the Ghent - Terneuzen canal respectively, sea-going vessels with a draught from 12.30 metres up to a maximum of 12.50 metres and with a keel clearance of at least 1 metre are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

a. prior to the vessel sailing up the canal, the draught is measured by an authorized and certified company, the measurement being carried out in the Put van Terneuzen or at the latest in the Western Outer Harbour of the Terneuzen lock complex;
b. prior to the vessel sailing down the canal, the draught at the place of departure is measured by an authorized and certified company;
c. the results of the measurements mentioned under a and b are presented to the Common Nautical Authority at first request;
d. two qualified pilots are used;
e. a qualified helmsman is used;
f. an empty vessel sails under her maximum ballast conditions (heavy ballast conditions);
g. tugboats are deployed according to what has been laid down in Article 7 and Article 8.

Article 4. Passing at the lock
When a vessel is approaching, entering and leaving the lock, a lock approach system approved by the Common Nautical Authority must be active.

Article 5. Visibility
When a vessel is sailing up or down the canal, horizontal visibility around the vessel should be at least 1,000 metres.

Article 6. Wind force
1. A loaded vessel is only allowed to sail up or down the canal if the wind force does not exceed 6 Beaufort.
2. A ballasted vessel is only allowed to sail up or down the canal if the wind force does not exceed 5 Beaufort.
3. The wind force (based on the average wind force during 10 minutes) and the wind direction are measured at the Western Lock in Terneuzen.
Article 7. Use of tugboats for passing the lock

1. Depending on the wind force and the sailing speed/manoeuvring speed at dead slow, the tugboats shall be used with the specified towing force in ton-force (Bollard Pull), where the tugboats at the aft are of the ‘Z-peller’ type or similar, as follows:

<table>
<thead>
<tr>
<th>Wind</th>
<th>Number of tugs required to assist a loaded vessel</th>
<th>Number of tugs required to assist a ballasted vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sailing speed &lt; knots at dead slow</td>
<td>Sailing speed ≥ 5 knots at dead slow</td>
</tr>
<tr>
<td></td>
<td>Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 39 tonf</td>
<td>Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf</td>
</tr>
<tr>
<td>≥ 0 Bft</td>
<td>Sailing speed &lt; knots at dead slow</td>
<td>Sailing speed ≥ 5 knots at dead slow</td>
</tr>
<tr>
<td>≤ 5 Bft</td>
<td>Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 39 tonf</td>
<td>Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf</td>
</tr>
<tr>
<td>&gt; 5 Bft</td>
<td>Sailing not allowed</td>
<td>Sailing not allowed</td>
</tr>
<tr>
<td>≤ 6 Bft</td>
<td>Sailing not allowed</td>
<td>Sailing not allowed</td>
</tr>
<tr>
<td>&gt; 6 Bft</td>
<td>Sailing not allowed</td>
<td>Sailing not allowed</td>
</tr>
</tbody>
</table>

1 By ballasted vessels is meant here: vessels with a draught of less than 11.50 metres.

2. In deviation of the first paragraph, if the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided in consultation between the traffic centre at Terneuzen and the pilot to deploy only one tugboat having adequate towing force.
**Article 8. Use of tugboats for navigation on the canal between the Terneuzen locks and Ghent**

1. Depending on the wind force and the sailing speed/manoeuvring speed at dead slow, the tugboats shall be used with the specified towing force in ton-force (Bollard Pull), where the tugboats at the aft are of the ‘Z-peller’ type or similar, as follows:

<table>
<thead>
<tr>
<th>Wind</th>
<th>Number of tugs required to assist a loaded vessel</th>
<th>Number of tugs required to assist a ballasted vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sailing speed &lt; 5 knots at dead slow</td>
<td>Sailing speed ≥ 5 knots at dead slow</td>
</tr>
<tr>
<td>≥ 0 Bft ≤ 5 Bft</td>
<td>Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 39 tonf</td>
<td>Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf</td>
</tr>
<tr>
<td>&gt; 5 Bft ≤ 6 Bft</td>
<td>Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf</td>
<td>Sailing not allowed</td>
</tr>
<tr>
<td>&gt; 6 Bft</td>
<td>Sailing not allowed</td>
<td>Sailing not allowed</td>
</tr>
</tbody>
</table>

1 By ballasted vessels is meant here: vessels with a draught of less than 11.50 metres.

2. In deviation of the first paragraph, if the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided in consultation between the traffic centre at Terneuzen and the pilots to deploy a different tugboat configuration.

**CHAPTER III - FINAL CLAUSE**

**Article 9. Coming into effect**

These rules come into effect as from the 1st of June, 2012.

The Joint Announcement no. 01-2011 dated 7 February, 2011 is cancelled with the coming into effect of these rules. These rules will be published in the Dutch Government Gazette and the Belgian Government Gazette.

Source: GNA: Bass 051-2012 - GB 03-2012; MDK DAB Loodswezen
1/18D CANAL GHENT - TERNEUZEN:
SEA-GOING VESSELS MOORING,
DEPARTING AND/OR TURNING AT YARA

NtM 2018-1/18D cancelled.

The following regulations apply to sea-going vessels mooring, departing or turning at Yara Sluiskil:

A. The maximum allowable draught for vessels at Yara Sluiskil is 12.20 m.

B. Vessels > 190 m may not turn on the Axelse Vlakte if an IMO-2 gas tanker is moored at Yara Alpha.

C. Vessels which, on departure, have an anticipated draught of > 10.00m must turn on arrival.

D. The maximum vessel length when turning is:
   • 205 metres for a draught of between 9.50m and 10.00m.
   • 210 metres for a draught of between 9.00m and 9.50m.
   • 225 metres for a draught of less than dan 9.00m.
   The width of any vessel moored at Yara Alpha must be deducted from this length.

E. Use of tugs:
   • On arrival or when turning, IMO-2 vessels must use at least one (1) tug.
   • IMO-2 vessels <130 metres may depart without the aid of tugs if moored to starboard.
   • The towing equipment on board the tugs must be used.

F. If a vessel is transferring ammonia on the Yara Sluiskil quay:
   • The Terneuzen Traffic Centre will announce this to shipping on VHF ch11.
   • For reasons of safety, shipping must adapt its speed as much as is necessary and/or possible.

Further information may be obtained from Terneuzen Traffic Centre on VHF ch11 or via telephone number 0031-115-682400.

This notice will be published in the Official Gazette.

Source: GNA: Bass 010–2014; MDK DAB Loodswezen
ARRIVAL AND DEPARTURE RULES
FOR TIDE OR CURRENT-DEPENDENT SHIPS
HEADING FOR THE WESTSLUIS IN TERNEUZEN

Article 1. General remarks
• The Common Nautical Authority is abbreviated to GNA.
• Requested Time of Arrival is abbreviated to RTA.
• Passage through the Scheldt area by the vessels mentioned in this Joint Notification is subject to an Authorization for Arrival or Departure, issued by the GNA. The request must be made in writing at least 24 hours prior to arrival at the pilot station and at least 6 hours prior to departure from the berth to: gna-scc@vts-scheldt.net
• All draughts relate to the greatest/maximum draught and are expressed in decimetres and apply in fresh water with a density of 1000 kg/m$^3$ on the river stretch. On the sea stretch allowance is made for a density of 1020 kg/m$^3$ if the ship specifies its maximum current draught in this density in writing in the authorization request.
• All ship lengths and ship widths are expressed in metres and relate to the length overall and the width overall.
• For reasons of safety and/or according to the capacity of the ship channel, and/or based on the information provided by the Rijkswaterstaat in relation to problems with the availability of the Westsluis lock, the GNA may impose conditions on the number of marginal/oversized ships arriving or departing simultaneously for each tide.
• Both for arrivals and for departures, the tidal windows are calculated via the Vaargeul/Ship channel 1 route. In this connection the GNA makes use of tools such as the WESP calculation tool.

Article 2. Ships with a marginal draught
1. Arriving and departing ships with a draught of 91 dm or over (fresh water) must navigate within the tidal windows determined by the GNA.
2. Ships with a draught of between 91 dm and 114.9 dm (fresh water) must be under normal circumstances on Vlissingen roads at the earliest 1h30 before the determined “lock passage from” time and at the latest 2h30 before the determined “Latest time at the Westbuitenhaven”.
3. Inbound ships arriving from sea with a draught of 115 dm or over (fresh water) must proceed in accordance with the authorization of the GNA, which depends on the number of tide-dependent ships for the high water in question. Under normal circumstances the following criteria will be used:
   1. With 1 tide super per tide:
      • it receives an RTA for Vlissingen Roads of 1 hour before HW Vlissingen.
   2. With 2 tide supers per tide:
      • the first ship of the tide receives an RTA for Vlissingen Roads of 4 hours before HW Vlissingen;
      • the second ship of the tide receives an RTA for Vlissingen Roads of 1 hour before HW Vlissingen.
   3. With 3 tide supers per tide:
      • the first ship of the tide receives an RTA for Vlissingen Roads of 4 hours before HW Vlissingen;
      • the second ship of the tide receives an RTA for Vlissingen Roads of 3 hours before HW Vlissingen;
      • the third ship of the tide receives an RTA for Vlissingen Roads of 1 hour before HW Vlissingen.
4. Ships coming from Antwerp with as destination the Westsluis lock in Terneuzen must navigate within a tidal window determined by the GNA.

Article 3. Bulk carriers designed to transport bulk or liquid goods
1. These ships with a length of 210 metres or more may only proceed to the Westbuitenhaven with fore stream or round the quiet period of high/low at Terneuzen;
2. These ships may not turn on the river to satisfy the above conditions.

Article 4. Derogations and special circumstances
Depending on circumstances such as technical options, traffic situation and weather conditions, the GNA may impose additional requirements on or derogate from the above-mentioned requirements.
Article 5. Entry into force
This notification enters into force on 1 November 2017. These requirements shall be published in the Official Gazettes of the Netherlands and Belgium.

Explanation:
In the interests of safety and smooth passage, as well as in the interests of the upkeep of the works, it is considered necessary to more closely regulate, by means of the requirements of this Joint Notification, the use of voyage plans for tide-dependent or current-dependent ships that have to pass through the Westsluis lock in Terneuzen.

This Joint Notification also makes it a requirement that ships with a large draught must request an authorization for arrival or departure in writing. With these measures a similar way of working is being sought as that which has been specified for these ships for the ports of Antwerp and Vlissingen Oost, benefiting the total traffic management in the GNB management area.

Source: GNA: Bass 101/2017 - Joint Publication 05-2017

1/18F PORT OF GHENT: REGULATIONS FOR BOATSWAIN REQUIREMENT ON SMALL SHIPS

NtM 2018-1/18F cancelled

The Common Nautical Authority (GNA) has announced, on behalf of the port authorities for the port of Ghent, that regulations for the boatswain requirement on small ships has been drawn up.

Registered small ships that come under the regulation “boatswains unnecessary if safety is guaranteed” in the Enigma system must have at least one boatswain for mooring, if the situation demands this, e.g.:

- At quays made unsafe by unclaimed goods lying around, snow, black ice, etc.
- In case of a strong, offshore wind
- In case of non-competent crew members (at the advice of the pilot, at the captain’s wish, etc.)

The use of at least one boatswain is required at the following berths:

- De Moervaart, quays 4500, 4510, 4520
- Ghent Coal Terminal, quays 2320 through 2380, inclusive
- All jetties

The Harbourmaster’s Office can provide obligation-free information about the local conditions. If the captain or pilot requests additional information, this can be provided insofar as it is known. The Harbourmaster’s Office can always get the pilot’s advice in this regard.

Source: GNA: Bass 089-2014
Article 1. General
All seagoing vessels with an LOA > 170 metres destined for Scheldt quays on Antwerp roads upstream of the Rhine Quay must send a ship file to the GNA at the following address:

Gemeenschappelijke Nautische Autoriteit,
Commandoweg 50, 4381 BH te Vlissingen.
Email: GNA-SCC@vts-scheldt.net
tel. 0031-(0)118 424 760 or 0031-(0)118 424 758,
fax 0031-(0)118 467 700 or 0031-(0)118 418 142

The ship file must include the following documents:
- Maneoeuvring properties of the ship
- Pilot card
- Mooring Arrangement Plan
- With an air draught of more than 60 metres, specification of the precise air draught
  a. For seagoing vessels other than cruise ships, the written application must be made three (3) weeks in advance. Within two (2) weeks it shall be determined whether, or under what conditions, arrival and departure can be allowed.
  b. For ocean-going cruise ships, the written application time limit is eight (8) weeks in advance, and within six (6) weeks it shall be determined whether, or under what conditions, arrival and departure can be allowed.
  c. If a ship has already submitted a ship file in the past and this is still current, a new ship file does not need to be submitted.

Only if all the following conditions are satisfied can the ship arrive and/or depart. For each arrival or departure, written permission must be requested from the Gemeenschappelijke Nautische Autoriteit (GNA) at least 24 hours prior to arrival at the Wandelaar or Steenbank pilot station or 6 hours prior to departure from the berth.

The enclosed form can be used for the application.

Article 2. Regulations for ocean-going cruise ships
2.1 Ocean-going cruise ships from 170 m Length Over All (LOA) to 200 m LOA
The following regulations apply:

1. Maximum draught is 80 dm. Larger draughts are only possible with the written permission of the Harbour Master’s Office of the Port of Antwerp, Shipping Management Department. Requests should be sent to: cruises@portofantwerp.com
2. For a visibility of less than 1000 metres on the stretch between the Kallo lock and the berth, and vice versa, a decision is taken by the GNA as to whether the voyage can be started or must be postponed after consulting with the ACC HVL, the ACC pilot/VBS-NDH and the pilot if already on board.
3. Maximum wind force: 7 Beaufort measured at the Boudewijn lock, for the voyage upstream of the Kallo lock.
4. At the latest when CP is passed the agent must provide a waiting quay approved by Antwerp Port Authority (Lock and Dock). This waiting quay must be available from CP being passed until moored at final destination. In the absence hereof, if the weather conditions described in points 2 and 3 worsen, the ship shall be sent back out of port.
5. The use of a bow thruster, stern thruster or propellers cross-wise is prohibited. This ban does not apply to ships with destination S19 (from MP 225), S20 and S21.
6. The use of tugs on arrival and departure is by binding pilot’s advice.
7. Antwerp Port Authority shall ensure that the organization of the use of the Royers lock is tailored to the passage of the ocean-going cruise ship in question.
8. The operator of the Kattendijk lock shall ensure that the organization of the use of the Kattendijk lock is tailored to the passage of the ocean-going cruise ship in question.
9. By order of the operator of the berths in question, no ships may be moored at the following berths when the ocean-going cruise ship passes, for both arrivals and departures: S21 up to and including S29, the guard poles between the Royers lock and the Kattendijk lock, the outside of the St. Annaveer pier on the Palingplaat and the pontoon by the Steenplein on the right bank. The Harbour Master’s Office of the Port of Antwerp, Shipping Management Department, shall give the operators of the berths in question 48 hours’ advance notice of the arrival/departure of an expected ocean-going cruise ship. The operators can therefore take the appropriate measures in good time in order not to have any vessels moored at the berths, jetties and quays under their management on the specified date.

2.2 Ocean-going cruise ships from 200 m Length Over All (LOA) up to and including a LOA of 230 m
These are covered by the regulations under 2.1 and the following additional regulations:

1. On the river stretch an effort shall be made to provide these ships with 1 pilot of the highest category.
2. Maximum wind force: 6 Beaufort measured at the Boudewijn lock, for the voyage upstream of the Kallo lock.
3. The ship shall travel under police escort from buoy 93 as far as the berth and vice versa. The police vessel shall sail in front to notify vessels coming the other way in good time and keep them out of bends. Swinging manoeuvres at the berth shall also take place under police guidance. The police vessel shall notify passing shipping and keep the roads clear.
4. No ships may lie at anchor on the Roads of Antwerp, and Oosterweel.
5. In addition, on behalf of the operator of the berths in question, no ships may be moored at the following berths when the ocean-going cruise ship passes, on both arrival and departure: the SPO pier (Lanxess Rubber Zwijndrecht) and Scheldt quays 4 to 8.

2.3 Ocean-going cruise ships from 230 m Length Over All (LOA) up to and including a LOA of 265 m
These are covered by the regulations under 2.2 and the following additional regulations:

1. On the river stretch, use is made of a “Full SNMS” navigation system.
2. An effort is made on the river stretch to use 2 pilots of the highest category, at least one of whom has been trained in the use of the “Full SNMS” navigation system.
3. In addition, on behalf of the operator of the berth in question, no ships may be moored at the Left Bank Staatssteiger at the time the ocean-going cruise ship has to swing in situ.

2.4 Cruise ships from 265 m Length Over All (LOA)
Based on the ship file, in consultation with both pilot services and in collaboration with the Standing Committee, the GNA shall decide within 8 weeks whether and under what conditions permission is granted for the arrival and departure of the ship type in question for which a ship file was submitted.

Article 3. Regulations for other ships with a Length Over All (LOA) greater than 170 m
Based on the ship file, in consultation with both pilot services, the GNA shall decide within 2 weeks whether and under what conditions permission is granted for the arrival and departure of the ship type in question for which a ship file was submitted.

Article 4. Entry into force
This notification enters into force 2 days after its publication in the Official Gazettes of the Netherlands and Belgium.
NtM 2017-01/019 (Joint Announcement 05-2016) is hereby cancelled.

Source: GNA Bass 008-2017 - Joint Announcement 01-2017
### Checklist schepen bestemming

**Scheldekaaien**

<table>
<thead>
<tr>
<th>Van:</th>
<th>Aan: Gemeenschappelijke Nautische Autoriteit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telnr:</td>
<td>Faxnr:</td>
</tr>
<tr>
<td>Datum:</td>
<td>Tijd:</td>
</tr>
</tbody>
</table>

### BIJZONDERHEDEN M.B.T. HET SCHIP

<table>
<thead>
<tr>
<th>Naam schip:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>G.T.:</td>
<td>mt.</td>
</tr>
<tr>
<td>Lengte:</td>
<td>m.</td>
</tr>
<tr>
<td>Breedte:</td>
<td>m.</td>
</tr>
<tr>
<td>Diepgang V/A:</td>
<td>dm.</td>
</tr>
<tr>
<td>Airdraft:</td>
<td>m.</td>
</tr>
</tbody>
</table>

### INFORMATIE BETREFFENDE HET SCHIP (MEE TE VERSTUREN VOOR VERGUNNING)

- Pilotcard
- Mooring Arrangement Plan (indien nog geen scheepsdossier ingediend)
- Manoeuvreer karakteristieken van het schip (indien nog geen scheepsdossier ingediend)

### ETA/ETD MELDING

<table>
<thead>
<tr>
<th>ETA (Wandelaar, Steenbank of ETD haven uit het Scheldegebied)</th>
<th>Datum:</th>
<th>Tijd:</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETA Antwerpen Rede</td>
<td>Datum:</td>
<td>Tijd:</td>
</tr>
<tr>
<td>ETD Antwerpen Rede</td>
<td>Datum:</td>
<td>Tijd:</td>
</tr>
</tbody>
</table>

### INFORMATIE M.B.T. CONTACTPERSOON

<table>
<thead>
<tr>
<th>Naam:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Telefoon:</td>
<td></td>
</tr>
<tr>
<td>Fax:</td>
<td></td>
</tr>
<tr>
<td>E-mail:</td>
<td></td>
</tr>
</tbody>
</table>

### INFORMATIE M.B.T. UITWUIKELIGPLAATS

| Kaainummer: |  |
Toelichting bij Checklist schepen bestemming Scheldekaaien

1-Kop van het bericht

Van: Naam van de aanvrager invullen.
Tel. en Fax.: Telefoonnummer en faxnummer van de aanvrager invullen.
Datum en tijd: Datum en tijd van verzending.

2-Bijzonderheden m.b.t. het passagierschip

Naam schip: Naam van het schip
G.T.: Gross Tonnage.
Lengte: Lengte over alles.
Breedte: Grootste breedte.
Diepgang V/A: Diepgang het van schip. Zowel Voor- als Achterdiepgang vermelden (de grootste diepgang).
Airdraft: De maximale hoogte van het schip in meters boven water indien meer dan 60 meter.

3-Informatie betreffende het schip

Alle bijzonderheden die belangrijk zijn voor de bevoegde instanties (Loodswezen, GNA,...) welke het schip moet geven om een scheepsdossier te kunnen samenstellen dan wel ter aanvulling van het scheepsdossier.
Cfr Gez. Bekendmaking 01/2017

4-ETA/ETD melding

Datum en ETA/ETD: Verwachte datum en tijd van aankomst.
Datum en ETA ligplaats Antwerpen: Verwachte datum en tijd van aankomst ligplaats Antwerpen
Datum en ETD ligplaats Antwerpen: Verwachte datum en tijd van vertrekligplaats Antwerpen.

5-Informatie m.b.t. de contactpersoon te bereiken tijdens de op en afvaart

Naam: De gevraagde gegevens invullen.
Tel. De gevraagde gegevens invullen. (liefst GSM of 24/24h telefoon)
Fax De gevraagde gegevens invullen.
E-mail De gevraagde gegevens invullen.

Formulier faxen of e-mailen:
Fax 0031 (0) 118 467 700 of 0031 (0) 118 418 142
E-mail: gna-scc@vts-scheldt.net
1/20A BELGIAN COASTAL PORTS AND ACCESS CHANNELS TO THOSE PORTS: OVERSIZED COMMERCIAL VESSELS

NtM 2018-1/20A cancelled

Following art. 3, 3° and art. 13 § 2 of the Belgian KB of 04-08-81, stipulating the police and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast, the following standards have been determined for an oversized vessel per each port, its roads and the entrance channels to this port:

1. Zeebrugge
Vessels with an overall length of over 169.27 metres and/or a draught greater than 8 metres.

2. Oostende
Vessels with an overall length of over 130 metres and/or a draught greater than 7.2 metres.

3. Nieuwpoort
Vessels with an overall length of over 75 metres and/or a draught greater than 4.6 metres.

Source: MDK – afdeling Scheepvaartbegeleiding – MRCC
1/20B BELGIAN COAST: TRAFFIC SIGNALS

BtM 2018-1/20B cancelled

In the ports of Zeebrugge and ostend the following international signals apply:

1. F L A S H A S All vessels must make way according to instructions

2. Vessels should clear the waterway and the channel immediately and by the shortest way

3. one way traffic

Vessels may only sail in the indicated direction

4. Two way traffic

Traffic may pass in both directions

5. One way traffic

Only the vessel with permission to do so may sail in the indicated direction. Other vessels must clear the fair way and approach immediately and in the shortest way possible

Source: MDK - afdeling Scheepvaartbegeleiding
COASTAL YACHT BASINS: SPEED LIMIT FOR MECHANICALLY POWERED VESSELS

NtM 2018-1/21 cancelled

In the coastal yacht basins, the following speed limits apply for mechanically powered vessels:

- in the port shipping lanes of Nieuwpoort and Blankenberge between the jetties and in the shipping lane leading to the harbours, the maximum allowed speed is has been set at 5 knots.
- in the harbour docks of Nieuwpoort and Blankenberge, the sailing speed may not exceed 3 knots.
- in the Montgomery Dock, Visserij Dock and Vuurtoren Dock in Ostend, and the Prins Albert Dock and Tijdok in Zeebrugge, the sailing speed may not exceed 3 knots.

These limits are indicated by signs that have been posted on both sides of the port shipping lane on the jetties and on the banks when entering the harbour docks.

These speed limit signs will always be accompanied by a sign 'Verboden hinderlijke waterbeweging te veroorzaken' (Prohibited to produce disturbing water movements) with reference to Article 10, §5 of the coastal regulations: "in the waters of the ports of the Belgian coast, the vessels must reduce their speed in time when they come close to works of art, works in progress or vessels, so that the waves or suction caused by their passage can not cause any damage."

Source: MDK - afdeling KUST - team Ontwikkeling Kust
1. Two traffic signs facing towards land will be placed under a yellow flickering light at the entrance of the Montgomery dock: the top one showing red arrows, the bottom one green ones. Following sailing instructions will be given:

**Forbidden: direction**
- sea
- fishing lock + tidal dock
- back port

**Allowed: direction**
- sea
- fishing lock + tidal dock
- back port

**Forbidden: direction**
- sea
- back port

**Allowed: direction**
- fishing lock + tidal dock

**Forbidden: direction**
- fishing lock + tidal dock

**Allowed: direction**
- sea
- back port

**Forbidden: direction**
- back port

**Allowed: direction**
- sea
- fishing lock + tidal dock
2. Two traffic signs facing land will be posted under a yellow flickering light at the entrance of the fishing lock:
the top one showing red arrows, the bottom one green ones.

Following sailing instructions will be given:

Forbidden: direction -sea
-Montgomerydok
-back port

Allowed: direction -sea
-Montgomerydok
-back port

Forbidden: direction -sea
-back port

Allowed: direction -Montgomerydok

Forbidden: direction -sea

Allowed: direction -Montgomerydok
-back port

Forbidden: direction -back port

Allowed: direction -sea
-Montgomerydok

3. A red stop light facing seawards will be placed under a yellow flickering light at the mooring quay Foxtrot at
the east side of the shipping lane. The word "STOP" will be visible. This indicates a formal direct order to stop
and wait until the lights are extinguished for vessels sailing from the back port.

Source: MDK - afdeling Scheepvaartbegeleiding
1/22B PORT OF OSTEND:
SIGNALLING INSTALLATION FOR
WATER DISCHARGES

NtM 2018-1/22B cancelled

A signaling installation has been established at the dam of Sas-Slijkens and at the outer port bridge, in the back port, for all vessels moored there, consisting of a fixed red light. The red light will be switched on when discharging. This signal indicates to the owners of the vessels moored there to increase their vigilance because of the strong additional currents that are being created.

Source: De Vlaamse Waterweg nv

1/23 COASTAL YACHT HARBOURS:
SAILING OUT OF PLEASURE BOATS

NtM 2018-1/23 cancelled

In accordance with the Belgian Royal Decree including police and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast dated 04.08.1981, the prohibition of the sailing out for pleasure boats and beach fishery is indicated as follows:

Art. 37 § 4. In the ports, the prohibition resulting from paragraph 1 is indicated during daytime by a black mark formed by two cones point to point, vertically one below the other, at night-time by a violet flashing light visible all around.

These signals will be pull up or shown:

a) Ostend
   on the building Vloot dab at the entrance of Montgomery dock (black diabolo)

b) Blankenberge
   on the mast near the lighthouse building (black diabolo)

c) Zeebrugge
   on the mast at the north side marina exit (black diabolo)

d) Nieuwpoort
   on the pilot services building at the marina entrance (black diabolo) on the dolphin at Novus Portus exit (led board showing blue diabolo)

Source: MDK - afdeling Scheepvaartbegeleiding
**1/24A PORT OF ZEEBRUGGE: TRAFFIC REGLEMENTATIONS VISART SLUIS - PRINS ALBERTDOK - TIJDOK**

*NtM 2018-1/24A cancelled*

With the Visartsluis coming into operations again we would like to remind everybody that vessel traffic coming from or in the direction of the Visartsluis has right of way over vessels coming from the Prince Albertdok (Old Fishing Port) and ‘Tijdok’.

Those vessels have to ask permission from the Port Control Zeebrugge (VHF channel 71) before leaving the Prince Albertdok/Tijdok.

*Source: MBZ - Zeebrugge*

**1/24B PORT OF ZEEBRUGGE: YELLOW-BLUE FLASHING LIGHT**

*NtM 2018-1/24B cancelled*

We would like to inform the mariners that a yellow-blue flashing light has been posted on the porch of drainage lock in Heist. The blue flashing light will be activated for two minutes before opening the lock. After opening the lock the yellow flashing light will be activated and will remain active for as long as water is being discharged.

The mariners must take into account any hindrance coming from the additional currency.

*Source: De Vlaamse Waterweg nv*

**1/24C PORT OF ZEEBRUGGE: PORT SIGNALS AT THE NEW BREAKWATERS AND AT THE LEOPOLD II BREAKWATER (OLD HARBOUR BREAKWATER)**

*NtM 2018-1/24C cancelled*

The port signals on the new breakwaters (westdam position 51°21'.74 N - 3°11'.18 E) in Zeebrugge were officially put in service on January 1st 1996 to allow for arrival and/or departure of vessels. Passing the new breakwaters is regarded as arriving at/sailing from the port of Zeebrugge so vessels should take note of these port signals. The signals on the lighthouse on the Leopold II breakwater will continue to exist, be it in a secondary role to the ones on the new breakwaters.
## Configuration Outer-Harbour Signals at New Breakwaters at Zeebrugge

<table>
<thead>
<tr>
<th>Nr.</th>
<th>Sea-Side (E&amp;W)</th>
<th>Land-side (W)</th>
<th>Meaning</th>
</tr>
</thead>
</table>
| 1   | ![Flashing Red](image1) | ![Flashing Red](image2) | Serious emergency  
All vessels stop or divert according to instructions  
PORT CLOSED - GREAT DANGER |
| 2   | ![Red](image3) | ![Red](image4) | Arriving forbidden, sailing forbidden  
PORT CLOSED |
| 3   | ![Red](image5) | ![Green](image6) | Arriving forbidden, sailing allowed  
One way traffic  
SAILING |
| 4   | ![Red](image7) | ![Green](image8) | Arriving allowed, sailing forbidden  
One way traffic  
ARRIVING |
| 5   | ![Green](image9) | ![Green](image10) | Arriving and sailing allowed  
OPEN TRAFFIC |
| 6   | ![Yellow](image11) | ![Red](image12) | Arriving allowed if explicit permission, sailing forbidden  
Vessel headed for LNG-terminal  
LNG-VESSEL IN |
| 7   | ![Red](image13) | ![Yellow](image14) | Arriving forbidden, sailing allowed if explicit permission  
Vessel sails from LNG-terminal  
LNG-VESSEL OUT |
| 8   | ![Green](image15) | ![Red](image16) | Arriving allowed if explicit permission  
Sailing forbidden. (Large) vessel enters the harbour or obstructs the passage  
(LARGE) VESSEL ENTERS OR OBSTRUCTS THE PASSAGE |
| 9   | ![Red](image17) | ![Green](image18) | Arriving forbidden. Sailing allowed if explicit permission. (Large) vessel sails from the harbour or obstructs the passage  
(LARGE) VESSEL SAILS OR OBSTRUCTS THE PASSAGE |
 LICHTSEINEN AAN DE OUDE HAVENDAM

LIGHT SIGNALS AT THE OLD MOLE

Zeewaarts
Seaward side

Een schip mag enkel invaren indien het daartoe de specifieke bevelen bekomen heeft.
A vessel can only enter after having received specific orders to do so.

Schepen mogen niet invaren.
Vessels can not enter.

Schepen mogen invaren.
Tweerichtingsverkeer.
Vessels can enter.
Two way traffic.

Havenwaarts
Landward side

Schepen mogen niet uitvaren.
Vessels can not leave.

Een schip mag enkel uitvaren indien het daartoe de specifieke bevelen bekomen heeft.
A vessel can only leave after having received specific orders to do so.

Schepen mogen uitvaren.
Vessels can leave.
Two way traffic.

Schepen mogen niet uitvaren en wachten instructies af.
Vessels can not enter and shall await instructions.

Bron: MBZ – Zeebrugge
NtM 2018-1/24D cancelled

The traffic lights at the P. Vandamme lock in Zeebrugge were officially put in service on December 1st 2013 to allow for sailing in and out of the vessels. The 4 masts on the outside of the lock (sea and land side) wear a fog light (FY). The traffic lights at the Visart lock (both sides) are operational.

**CONFIGURATION SIGNALIZATION AT THE P. VANDAMME LOCK AND VISART LOCK IN ZEEBRUGGE**

- Sailing in/sailing out the lock forbidden
- Lock gate in motion - sailing in/sailing out the lock forbidden
- Sailing in/sailing out the lock allowed
- Lock out of service

Source: MBZ - Zeebrugge
As part of the A11 highway, 2 new bridges besides the already existing railway bridge have been constructed over the Boudewijnkanaal. The following combi-signalization of both the Roskam-bridges (A11) and the railway bridge is operational.

**SIGNALIZATION ROSKAM-BRIDGES (A11) AND RAILWAY BRIDGE**

- **Passage and underpassage, Spoorwegbrug and Roskam-bridges (A11), prohibited.**
- **Passage, Spoorwegbrug and Roskam-bridges (A11), prohibited. Underpassage allowed if the maximum air draught is less than 8.5 m.**
- **Passage, Spoorwegbrug and Roskam-bridges (A11), prohibited. Underpassage allowed if the maximum air draught is less than 15 m.**
- **Passage, Spoorwegbrug and Roskam-bridges (A11), allowed**
- **Passage, Spoorwegbrug and Roskam-bridges (A11), prohibited, bridge opening.**

**Bron: MBZ - Zeebrugge**
1/24F PORT OF ZEEBRUGGE:
ADDITIONAL REGULATIONS LNG BUNKER VESSEL

NTM 2018-1/24F cancelled.

Additional regulations maritime traffic from arrival LNG bunker vessel

An LNG bunker vessel (LBV) (the “Engie Zeebrugge”) is operational in the port of Zeebrugge-Brugge. Therefore the following rules are applicable:

When an LBV is positioned alongside a receiving vessel or is moored alongside a quay, maritime traffic must pass at a distance of minimum 30 meters with a sailing speed not exceeding 6 knots.

When an LBV is sailing in the port, maritime traffic must keep a minimal distance of 1 cable fore or aft and keep minimum passing distance of 50 meters. Here again, the maximal speed is 6 knots.

Before every shift, an LBV will broadcast its sailing plan in English on VHF channel 68 when relevant for the inner port or VHF channel 71 when relevant for the outer port.

As for lock passages, the LBV is the last vessel to enter the lock and in principle the last to leave the lock, unless the lock master instructs otherwise. When the LBV is in the lock, hot work and smoking is prohibited in the lock area (materialized by fencing on all sides) and on all other ships in the lock.

The Port Authority will monitor the speed at all times. Infringement of this rule will be sanctioned accordingly. Other speed restrictions are still applicable.

Source: MBZ - Zeebrugge
PORT OF ZEEBRUGGE: NAUTICAL
CONTROL MEASURES 001-2018 – LNG
PROCEDURES - ARRIVAL AND DEPARTURE
ZEEBRUGGE


I - GENERAL PROVISIONS

1.1. General

A LNG tanker’s arrival, docking and departure at or from Zeebrugge are operations that must be executed
precisely according to plan.

A coordination centre has been established in Zeebrugge - hereinafter referred to as VCZB (Verkeerscentrale
Zeebrugge - Zeebrugge Traffic Centre) - which is manned 24 hours a day and monitors these activities jointly
with Port Control Zeebrugge.

The general provisions for large LNG vessels are identical to those for small LNG vessels. For a comparison of
nautical preconditions between the various LNG tankers, see Annex III.

1.2. Competent authorities

The competent authorities referred to in this document are:
- MRCC (Maritiem Reddings- en Coördinatie Centrum - Maritime Rescue Coordination Centre)
- VCZB (Verkeerscentrale Zeebrugge - Zeebrugge Traffic Centre)
- GNA (Gemeenschappelijke Nautische Autoriteit - Common Nautical Authority)
- MBZ (Maatschappij van de Brugse Zeehaven NV - Port Authority of the Port of Zeebrugge)
- DAB Loodswezen (Dienst Afzonderlijk Beheer Loodswezen - Separate Management Service Pilotage)

For the contact details of the above competent authorities see Annex I.

1.3. Control measures

The control measures will remain unchanged regardless of whether an LNG tanker is empty and not gas-free, only
partially or fully loaded, or arriving at or departing from the port.

LNG tankers sailing under air or inert gas must notify the competent authorities accordingly. The gas-free
certificate must be presented in advance to VCZB and the MBZ harbour master’s office.

If the LNG tanker cannot present a gas-free certificate before arrival, MBZ will tell the competent authorities
whether the LNG tanker can be deemed gas-free or not.

LNG tankers the largest tank of which holds less than 3,000 m$^3$ and with a load of less than 15,000 m$^3$ are exempt
from the LNG control measures.

The LNG control measures at the port of Zeebrugge apply in the tide-bound part of the port, with the exception
of berth shifting. Berth shifting in the tide-bound section of the port falls under the MBZ port regulation.

In addition to the nautical control measures - "LNG procedures for arrival and departure from Zeebrugge", Joint Notification 01-2018 also applies to all LNG vessels sailing through the Common Nautical Control Area (Gemeenschappelijk Nautisch Beheersgebied, GNB).
1.4. Technical disruptions

LNG tankers are obliged to immediately report all incidents and technical disruptions on board the LNG tanker occurring on the sea stretch as well as during their stay in the port of Zeebrugge to VCZB and additionally to Port Control Zeebrugge. VCZB will in turn notify DAB Pilotage Zeebrugge, GNA and MRCC. Port Control Zeebrugge will in turn notify the terminal.

The LNG tanker must report any defects that have been identified or are anticipated to the ship itself, its means of propulsion and its equipment to VCZB and additionally MBZ 24 hours before the LNG tanker’s arrival at the pilotage position.

Depending on the nature of the defect (if applicable) the ship may be refused entry/exit by the competent authorities. Any changes occurring with regard to this situation must be reported immediately to VCZB. VCZB will in turn notify DAB Pilotage Zeebrugge, GNA, MRCC and Port Control Zeebrugge. Port Control Zeebrugge will in turn notify the terminal.

1.5. Report of position/ETA/ETD

The LNG tanker’s position must be reported to MBZ at 24-hour intervals as from five (5) days prior to its arrival at Zeebrugge.

Mandatory notification by the LNG tanker to VCZB of the time of arrival 48, 24, 6 and 1 hour(s) before arrival at the pilotage position.

VCZB and MBZ will determine and check the time of arrival/departure in consultation with the LNG tanker and the LNG terminal.

1.6. Swath operability

LNG tankers must inform VCZB and DAB pilotage Zeebrugge of the tanker’s swath operability (or non-swath operability) at least 24 hours prior to arrival (see Annex VI).

1.7. Recommended anchorages

If there is a pilot on board, the anchorage will be allocated by VCZB in consultation with the pilot guiding the vessel.

If there is no pilot on board, VCZB will show the vessel to the Westhinder anchorage area.

1.8. VTS guidance / position information / VHF communication

VTS assistance by VCZB is provided on VHF channels 60, 65 and 69 of the respective MFBI block areas. LNG tankers will be guided by the VCZB from their very first VHF contact with Wandelaar Approach.

---

The “Wandelaar Approach” traffic area
From in the west to the Westende water tower - Middelkerkebank (buoy) line - 51°19,60’N/002°31,50’E - Oostdyck one (buoy)

**CALL SIGN:** Wandelaar Approach – VHF channel: 60

---

The “Wandelaar” traffic area
From the Westende water tower - Middelkerkebank (buoy) - 51°19,60’N/002°31,50’E - Oostdyck one (buoy) line to the Albis - S2 - VG6 buoy line

**CALL SIGN:** Traffic Center Wandelaar - VHF channel: 65
VCZB can at all times provide continuous position information via VHF channel 4 at the request of the LNG tanker.

The use of VHF channel 4 does not relieve the LNG tanker of its duty to be accessible on the VHF channels of the respective MFBI block areas.

Arriving LNG tankers must be accessible to Port Control Zeebrugge on VHF channel 71 from buoy "S3".

2. LARGE LNG VESSELS

2.1. Definition

Large LNG vessels are defined as LNG tankers longer than 200 m and will be referred to hereafter as: large LNG tankers.

Four main groups are distinguished here:

- **Conventional LNG vessels**: LOA: > 200 metres and < 315 metres
- **Q-flex**: LOA: > 315 metres and < 345 metres
- **Q-max**: LOA: > 345 metres
- **ARC7**: LOA: =299 metres

2.2. Nautical control measures upon arrival

2.2.1. Pilot boarding

A pilot will board the vessel 1 mile east of the “A-S” - “A-N” buoy line at a sufficient distance from any other vessels being piloted. During this operation, the other vessels will be instructed by Traffic Center Wandelaar to maintain a distance of at least half a mile from the large LNG tanker, via a traffic sign if necessary.

2.2.2. Route

The arriving large LNG tanker will sail along the following route: the Wandelaar precautionary area, Akkaert-SW, A1, "S3/S4", Scheur West, Pas van het Zand.

If this is necessitated by the traffic situation and/or there is a traffic obstruction on the waterway an alternative route can be chosen following consultation with VCZB: Wandelaar precautionary area, Ship Canal 1, "S3/S4", Scheur West, Pas van het Zand.

A large LNG tanker has the status of "OVERSIZED VESSEL"
2.2.3. Permission to arrive

- The initial approach of a large LNG tanker at the port of Zeebrugge must take place during daylight. This applies to the entire procedure.
- Additionally, the approach of the first Q-max LNG vessel that submits a request to enter the port must take place at rising tide.
- The large LNG tanker must request permission to approach from VCZB, which will be granted subject to the following conditions.

2.2.3.1. Conditions imposed by MBZ

- The necessary provisions for receiving the large LNG tanker must be made.
- No ammunition vessels may be present in the outer port.
- No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a "checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNG) for rinsing" has been issued by a gas expert.
- At least three tugs must be able to sail in due time to assist the large LNG tanker from buoy "SZ" onwards. Two additional tugs must be able to assist from the point at which it passes the Zeebrugge breakwaters.
  - **For conventional LNG vessels**: a minimum bollard pull with a total force of 180 tonnes is required for the 5 tugs.
  - **For Q-flex and ARC7 series**: a minimum bollard pull with a total force of 210 tonnes is required for the 5 tugs.
  - **For Q-max series**: a minimum bollard pull with a total force of 305 tonnes is required for the 5 tugs.

Three tugs must be able to effectively assist before the passage of buoy "SZ" is reached.

- The large LNG tanker must be equipped to secure four tugs to its deck. The use of "sunken bits" on the side of the ship is excluded seaward of the Zeebrugge breakwaters.
- The tug lines used must always be issued by the tugs.
- One or more tugs must have suitable fire extinguishers, class standard FiFi-1, to combat an LNG fire (see Annex IV).
- If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the "Protocol relating to chain approach in the port of Zeebrugge" as a reference (see Annex VII).
- Visibility must be at least 1000 metres over the entire sea and port stretch.

VCZB must check the conditions under 2.2.3.1 with Port Control Zeebrugge before the large LNG tanker passes buoys "VG5/VG6 - 52".

2.2.3.2. Conditions imposed by VCZB

- The large LNG tanker must have a minimum keel clearance of 15% on the entire route.
- The wind force must be less than 14 metres per second according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater (conventional LNG vessels, Q-flex and ARC7 series).
- The wind force must be less than 12 metres per second according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater (Q-max series).
- The speed of the tidal current at the Zeebrugge breakwaters must be less than 1.5 knot.
- Visibility must be at least 1000 metres over the entire sea and port stretch.

VCZB must check the conditions under 2.2.3.2 before allowing a pilot to board the large LNG tanker.
If the conditions stated in 2.2.3.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant admission or not will be made by consensus.

If no admission to arrive at the port is granted, the large LNG tanker will be referred to an anchorage by VCZB.

In the event that the large LNG tanker was granted permission to enter the port of Zeebrugge but conditions have deteriorated to an unacceptable level (wind, visibility, not enough tugs, no moorings available, etc.) the large LNG tanker must be informed of this before passing buoys "VG5/VG6 - S2" at the latest.

### 2.2.4. Voyage plan and notification of passage points

#### 2.2.4.1. Voyage plan

The pilot allocated to the large LNG tanker must draw up a voyage plan at least one hour before ETA at buoy "A-S".

The voyage plan should preferably be sent to VCZB by e-mail. If e-mail is impossible, the voyage plan can be submitted by telephone or by VHF.

VCZB will, in turn, send the voyage plan to the competent authorities by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the arrival of the large LNG tanker at buoy "A-S"
- Upon arrival of the large LNG tanker at buoy "A-S"

#### 2.2.4.2. Deviations from the voyage plan

The large LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB. VCZB will inform the competent authorities of the deviation by e-mail. VCZB will announce the amended voyage plan on VHF channels 65 and 69 of the respective MFBI block areas. VCZB will then notify Port Control Zeebrugge by telephone.

#### 2.2.4.3. Reporting passage points

The large LNG tanker will report its passage of the following points, indicating the estimated time of arrival at the next passage point:

<table>
<thead>
<tr>
<th>Passage points (navigation plan)</th>
<th>Duty to Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot on board</td>
<td>TC Wandelaaar VHF 65</td>
</tr>
<tr>
<td>A1 (route: Akkaert-5W)</td>
<td>X</td>
</tr>
<tr>
<td>VG3/VG4 (route: Vaargeul 1)</td>
<td>X</td>
</tr>
<tr>
<td>Buoy S3</td>
<td></td>
</tr>
<tr>
<td>Buoy SZ</td>
<td></td>
</tr>
<tr>
<td>Buoy Z</td>
<td></td>
</tr>
<tr>
<td>ZB breakwaters</td>
<td></td>
</tr>
<tr>
<td>Fully moored</td>
<td></td>
</tr>
</tbody>
</table>
VCZB will inform outgoing vessels passing buoy “W4” of the incoming and outgoing large LNG tanker, including the corresponding passage points.

VCZB will inform incoming vessels from “the North” passing buoy “WP4” of the incoming and outgoing large LNG tanker, including the corresponding passage points.

2.2.5. Maritime traffic regulations

2.2.5.1. By VCZB

VCZB regulates and coordinates maritime traffic in the vicinity of the large LNG tanker.

When the LNG tanker reports its estimated passage times VCZB will concurrently notify all vessels of the minimum passing distance (5 cables when a pilot is boarding the large LNG tanker and 2 cables when it is sailing). This does not release either the large LNG tanker or the other vessels from their duty of good seamanship and for making mutual arrangements on the VHF channels of the respective MFBI block areas to maintain a 2 or 5-cable passing distance, respectively.

On the route from buoy “S3/S4” to the Zeebrugge jetties and vice versa, vessels may only pass and/or cross a large LNG tanker if explicit agreements were made beforehand on the VHF channels of the respective MFBI block areas, with the large LNG tanker and with VCZB.

2.2.5.2. By MBZ

As from the moment the LNG tanker has passed buoy “Z”, Port Control Zeebrugge will handle the traffic coordination of all arrivals and departures and all vessels in the port, in which a passing distance of 2 cables is maintained until the large LNG tanker has been manoeuvred behind the LNG buoy (to the east).

2.2.6. Police patrol

The Maritime Police will patrol regularly in the vicinity of the large LNG tanker and on the approach route to monitor compliance with the traffic regulatory instructions of VCZB and Port Control Zeebrugge. When patrolling, the Maritime Police will contact the pilot on board the large LNG tanker, VCZB (on the VHF channels of the respective MFBI block areas) and Port Control Zeebrugge (VHF channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may immediately call the 101 service, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the large LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the large LNG tanker of this.

2.3. Staying in the port of Zeebrugge – MBZ

The large LNG tanker must moor port side at Jetty 615 or starboard side at Jetty 616. The Q-max may only moor at Jetty 615.

While the LNG tanker is in the port, the following precautions among others must be taken at all times:

• The large LNG tanker must always leave the necessary towing lines (firewires) hanging overboard.
• The large LNG tanker may have an overdepth of less than 15% during its stay in the port.
• A FiFi-1 tugboat must be permanently in the vicinity of the large LNG tanker and must be immediately available upon call for an intervention.
• No ammunition vessels may be present in the outer port.
• No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a “checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNGI for rinsing)” has been issued by a gas expert.
2.4. Nautical control measures on departure

2.4.1. Route

The departing large LNG tanker will sail along the following route: Pas van het Zand, Scheur West, "S3/S4", Vaargeul 1, Wandelaar precautionary area.

If this is necessitated by the traffic situation and/or there is a traffic obstruction on the waterway an alternative route can be chosen following consultation with VCZB: Pas van het Zand, Scheur West, "S3/S4", A1, Akkaert-SW, Wandelaar precautionary area.

A large LNG tanker has the status of "OVERSIZED VESSEL"

2.4.2. Permission to depart

The large LNG tanker must request permission to depart from Port Control Zeebrugge, which is granted subject to the following conditions.

2.4.2.1. Conditions imposed by MBZ

→ No ammunition vessels may be present in the outer port.
→ No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a "checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNG) for rinsing" has been issued by a gas expert.
→ Tugs:
  - For conventional LNG vessels: a minimum bollard pull with a total force of 150 tonnes is required - 3 tugs will be needed.
  - For Q-flex and ARC7 series: a minimum bollard pull with a total force of 165 tonnes is required - 4 tugs will be needed.
  - For Q-max series: a minimum bollard pull with a total force of 260 tonnes is required - 4 tugs will be needed.

Four (three) tugs must be able to effectively provide assistance until the Zeebrugge breakwaters have been passed.

The large LNG tanker must be equipped to secure (three) four tugs on the deck. The tug lines used must always be issued by the tugs.

One or more tugs must have suitable fire extinguishers, class standard FiFi-1, to combat an LNG fire (see Annex IV).
→ If other vessels report simultaneously the order and time of departure will be strictly determined, for which Port Control Zeebrugge shall use the "Protocol relating to chain approach in the port of Zeebrugge" as a reference (see Annex VII).
→ Visibility must be at least 1000 metres over the entire sea and port stretch.

Port Control Zeebrugge must check the conditions under 2.4.2.1 before departure.

2.4.2.2. Conditions imposed by VCZB

→ The large LNG tanker must have a minimum keel clearance of 15% on the entire route.
→ The wind force must be less than 14 metres per second according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater (conventional LNG vessels, Q-flex and ARC7 series).
  The wind force must be less than 12 metres per second according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater (Q-max series).
The speed of the tidal current at the Zeebrugge breakwaters must be less than 2 knots for conventional LNG vessels, Q-flex vessels and the ARC7 series.

The speed of the tidal current at the Zeebrugge breakwaters must be less than 1.5 knots for the Q-max series.

Visibility must be at least 1000 metres across the entire sea and port stretch.

If the conditions stated in 2.4.2.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant permission for departure or not will be made by consensus.

### 2.4.3. Voyage plan and notification of passage points

#### 2.4.3.1. Voyage plan

The pilot allocated to the large LNG tanker must draw up a voyage plan at least one hour before departure from Zeebrugge.

The voyage plan should preferably be sent to VCZB by e-mail. If e-mail is impossible, the voyage plan can be submitted by telephone or by VHF.

VCZB will, in turn, send the voyage plan to the competent authorities by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the departure of the large LNG tanker
- At the time of departure of the large LNG tanker

#### 2.4.3.2. Deviations from the voyage plan

The large LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB. VCZB will inform the competent authorities of the deviation by e-mail.

VCZB will announce the amended voyage plan on VHF channels 65 and 69 of the respective MFBI block areas. VCZB will then notify Port Control Zeebrugge by telephone.
2.4.3.3. Reporting of passage points

The large LNG tanker will report its passage of the following points, indicating the estimated time of arrival at the next passage point:

<table>
<thead>
<tr>
<th>Passage points (navigation plan)</th>
<th>Duty to Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC Wandelaar VHF 65</td>
<td></td>
</tr>
<tr>
<td>TC Zeebrugge VHF 69</td>
<td></td>
</tr>
<tr>
<td>Port Control ZB VHF 71</td>
<td></td>
</tr>
<tr>
<td>Radar-controle ZB VHF 19</td>
<td></td>
</tr>
<tr>
<td>TC Vlissingen VHF 14</td>
<td></td>
</tr>
</tbody>
</table>

- Pilot on board
- Unmoored from the quay
- Zeebrugge breakwaters
- Buoy Z
- Buoy SZ
- Buoy S3
- VG3/VG4 (route: Vaargeul 1)
- A1 (route: Akkaert-SW)

VCZB will inform outgoing vessels passing buoy “W4” of the incoming and outgoing large LNG tanker, including the corresponding passage points.

VCZB will inform incoming vessels from “the North” passing buoy “WP4” of the incoming and outgoing large LNG tanker, including the corresponding passage points.

2.4.4. Picking up the pilot

When picking up the pilot, who must board the LNG tanker at a sufficient distance from any other vessels being piloted, the other vessels will be instructed in due time by the Wandelaar pilot boat and Traffic Center Wandelaar to maintain a distance of at least half a mile from the large LNG tanker, if necessary via a traffic sign.

2.4.5. Maritime traffic regulations

2.4.5.1. By MBZ

As soon as the large LNG tanker is ready to leave the LNG dock, and has requested and obtained authorisation from Port Control Zeebrugge, Port Control Zeebrugge will handle maritime traffic control and coordination for all vessels in the port and additionally all arrivals and departures, in which a minimum passing distance of 2 cables will be maintained from the moment that the large LNG tanker passes the LNG buoy until it has passed the Zeebrugge breakwaters.

2.4.5.2. By VCZB

VCZB regulates and coordinates maritime traffic in the vicinity of the large LNG tanker.

When the LNG tanker reports its estimated passage times VCZB will concurrently notify all vessels of the minimum passing distance (5 cables when a pilot is disembarking and 2 cables when it is sailing). This does not release either the large LNG tanker or the other vessels from their duty of good seamanship and for making mutual arrangements on the VHF channels of the respective MFBI block areas to maintain a 2 or 5-cable passing distance, respectively.

On the route from “S3/S4” to the Zeebrugge breakwaters and vice versa, vessels may only pass and/or cross a large LNG tanker if explicit agreements were made beforehand on the VHF channels of the respective MFBI block areas with the large LNG tanker and VCZB.
2.4.6. Police patrol

The Maritime Police will patrol regularly in the vicinity of the large LNG tanker and on the approach route to monitor compliance with the traffic regulatory instructions of VCZB and Port Control Zeebrugge. When patrolling, the Maritime Police will contact the pilot on board the large LNG tanker, VCZB (on the VHF channels of the respective MFBI block areas) and Port Control Zeebrugge (VHF channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may call 101 for non-emergency police assistance, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the large LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the large LNG tanker of this.

3. SMALL LNG VESSELS

3.1. Definition

Small LNG vessels are defined as LNG tankers up to 200 m in length and will be referred to hereafter as: small LNG tankers.

3.2. Nautical control measures upon arrival

3.2.1. Pilot boarding

A pilot will board the tanker at the Wandelaar pilotage point, at a sufficient distance from any other vessels being piloted. During this operation, the other vessels will be told by Traffic Center Wandelaar to maintain a distance of at least half a mile from the small LNG tanker, via a traffic sign if necessary.

3.2.2. Route

The arriving small LNG tanker will sail along the following route: the Wandelaar precautionary area, Akkaert-SW, A1, "S3/S4", Scheur West, Pas van het Zand.

If this is necessitated by the traffic situation and/or there is a traffic obstruction on the waterway an alternative route can be chosen following consultation with VCZB: Wandelaar precautionary area, Vaargeul 1, "S3/S4", Scheur West, Pas van het Zand.

The small LNG tanker has the status of "OVERSIZED VESSEL" in the Pas van het Zand.

3.2.3. Permission to arrive

- The initial approach of a small LNG tanker at the port of Zeebrugge must take place during daylight. This applies to the entire procedure.
- The small LNG tanker must request permission to approach from VCZB, which will be granted subject to the following conditions.

3.2.3.1. Conditions imposed by MBZ

→ The necessary provisions for receiving the small LNG tanker must be made.
→ No ammunition vessels may be present in the outer port.
→ No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a “checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNG) for rinsing” has been issued by a gas expert.
Tugboats may be ordered at any time by the small LNG tanker. The tug lines used must always be issued by the tugs.

If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the "Protocol relating to chain approach in the port of Zeebrugge" as a reference (see Annex VIII).

Visibility must be at least 1000 metres over the entire sea and port stretch.

VCZB must check the conditions under 3.2.3.1 with Port Control Zeebrugge before small LNG tankers pass buoy "VG5/VG6 - S2".

3.2.3.2. Conditions imposed by VCZB

- The small LNG tanker must have a minimum keel clearance of 15% on the entire route.
- The wind force must be less than 14 metres per second according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater.
- The speed of the tidal current at the Zeebrugge breakwaters must be less than 2 knots for small LNG tankers greater than 169.27 m.
- Visibility must be at least 1000 metres over the entire sea and port stretch.

VCZB must check the conditions under 3.2.3.2 before allowing a pilot to board the small LNG tanker.

If the conditions stated in 3.2.3.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant admission or not will be made by consensus.

If no admission to arrive at the port is granted, the small LNG tanker will be referred to an anchorage by VCZB.

In the event that the small LNG tanker was granted permission to enter the port of Zeebrugge but conditions have deteriorated to an unacceptable level (wind, visibility, not enough tugs, no moorings available, etc.) the small LNG tanker must be informed of this before passing buoys "VG5/VG6 - S2" at the latest.

3.2.4. Voyage plan and reporting of passage points

3.2.4.1. Voyage plan

The pilot allocated to the small LNG tanker must draw up a voyage plan at least one hour before the tanker’s ETA at buoy "KB".

The voyage plan should preferably be sent to VCZB by e-mail. If e-mail is impossible, the voyage plan can be submitted by telephone or by VHF.

VCZB will, in turn, send the voyage plan to the competent authorities by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the arrival of the small LNG tanker at buoy "KB"
- Upon arrival of the small LNG tanker at buoy "KB"
3.4.4.2 Deviations from the voyage plan

The small LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB. VCZB will inform the competent authorities of the deviation by e-mail. VCZB will announce the amended voyage plan on VHF channels 65 and 69 of the respective MFBI block areas. VCZB will then notify Port Control Zeebrugge by telephone.

3.2.4.3 Reporting passage points

The small LNG tanker will report its passage of the following points, indicating the estimated time of arrival at the next passage point:

<table>
<thead>
<tr>
<th>Passage points, navigation plan</th>
<th>Duty to Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC Wandelaar VHF 65</td>
<td>X</td>
</tr>
<tr>
<td>TC Zeebrugge VHF 69</td>
<td>X</td>
</tr>
<tr>
<td>Port Control ZB VHF 71</td>
<td></td>
</tr>
<tr>
<td>TC Vlissingen VHF 14</td>
<td>X</td>
</tr>
<tr>
<td>Pilot on board</td>
<td></td>
</tr>
<tr>
<td>A1 (route: Akkaert-SW)</td>
<td>X</td>
</tr>
<tr>
<td>VG3/VG4 (route: Vaargeul 1)</td>
<td>X</td>
</tr>
<tr>
<td>Buoy S3</td>
<td></td>
</tr>
<tr>
<td>Buoy SZ</td>
<td></td>
</tr>
<tr>
<td>Buoy Z</td>
<td></td>
</tr>
<tr>
<td>ZB breakwaters</td>
<td></td>
</tr>
<tr>
<td>Fully moored</td>
<td></td>
</tr>
</tbody>
</table>

VCZB will inform outgoing vessels passing buoy "W4" of the incoming and outgoing small LNG tanker, including the corresponding passage points.

VCZB will inform incoming vessels from "the North" passing buoy "WP4" of the incoming and outgoing small LNG tanker, including the corresponding passage points.

3.2.5 Maritime traffic regulations

3.2.5.1 By VCZB

VCZB regulates and coordinates maritime traffic in the vicinity of the small LNG tanker.

When the LNG tanker reports its estimated passage times VCZB will concurrently notify all vessels of the minimum passing distance (5 cables when a pilot is boarding the small LNG tanker and 2 cables when it is sailing). This does not release either the small LNG tanker or the other vessels from their duty of good seamanship and making mutual arrangements on the VHF channels of the respective MFBI block areas in order to maintain the 2 or 5-cable passing distance, respectively.

On the route from buoy "S3/S4" to the Zeebrugge breakwaters and vice versa, vessels may only pass and/or cross a small LNG tanker if explicit agreements were made beforehand on the VHF channels of the respective MFBI block areas, with the small LNG tanker and with VCZB.

3.2.5.1 By MBZ

As from the moment the LNG tanker has passed buoy "Z", Port Control Zeebrugge will handle the traffic coordination of all arrivals and departures and all vessels in the port, in which a passing distance of 2 cables is maintained until the small LNG tanker has been manoeuvred behind the LNG buoy (to the east) or has moored at the designated berth.
3.2.6. Police patrol

The Maritime Police will patrol regularly in the vicinity of the small LNG tanker and on the approach route to monitor compliance with the traffic regulatory instructions of VCZB and Port Control Zeebrugge. When patrolling, the Maritime Police will contact the pilot on board the small LNG tanker, VCZB (on the VHF channels of the respective MFBI block areas) and Port Control Zeebrugge (VHF channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may immediately call the 101 service, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the small LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the small LNG tanker of this.

3.3. Staying in the port of Zeebrugge – MBZ

3.3.1. Staying at the LNG dock

The following precautions must be taken for the entire duration of the LNG tanker’s stay at the LNG dock:

- The small LNG tanker must moor port side at Jetty 615 or starboard side at Jetty 616.
- The small LNG tanker must always leave the necessary towing lines (firewires) hanging overboard.
- The small LNG tanker may have an overdepth of less than 15% during its stay in the port.
- No ammunition vessels may be present in the outer port.
- No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a “checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNG) for rinsing” has been issued by a gas expert.
- A FiFi-1 tugboat (see Annex IV) must be present at the outer port.

3.3.2. Staying in the outer port of Zeebrugge

While the LNG tanker is staying in the outer port the following precautions must be taken at all times:

- The small LNG tanker may have an overdepth of less than 15% during its stay in the port.
- The small LNG tanker must always leave the necessary towing lines (firewires) hanging overboard.
- No ammunition vessels may be present in the outer port.
- No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a “checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNG) for rinsing” has been issued by a gas expert.
- A FiFi 1-tugboat (see Annex IV) must be present at the outer port.

3.4. Nautical control measures on departure

3.4.1. Route

The departing small LNG tanker will sail along the following route: Pas van het Zand, Scheur West, "S3/S4", A1, Akkaert-SW, the Wandelaar precautionary area.

If this is necessitated by the traffic situation and/or there is a traffic obstruction on the waterway an alternative route can be chosen following consultation with VCZB: Pas van het Zand, Scheur West, "S3/S4", Vaargeul 1, Wandelaar precautionary area.

The small LNG tanker has the status of “OVERSIZED VESSEL” in the Pas van het Zand
3.4.2. Permission to depart

The small LNG tanker must request permission to depart from Port Control Zeebrugge, which will be granted subject to the following conditions.

3.4.2.1. Conditions imposed by MBZ

→ No ammunition vessels may be present in the outer port.
→ No gas tankers other than LNG tankers may be located in the outer port, with the exception of those gas tankers for which a “checklist - simultaneous arrival of an LNG tanker and a gas tanker (excluding LNG) for rinsing” has been issued by a gas expert.
→ Tugboats may be ordered at any time by the small LNG tanker.
   The tug lines used must always be issued by the tugs.
→ If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the “Protocol relating to chain approach in the port of Zeebrugge” as a reference (see Annex VII).
→ Visibility must be at least 1000 metres over the entire sea and port stretch.

Port Control Zeebrugge must check the conditions under 3.4.2.1 before departure.

3.4.2.2. Conditions imposed by VCZB

→ The small LNG tanker must have a minimum keel clearance of 15% on the entire route.
→ The wind force must be less than 14 metres per second according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater.
→ Visibility must be at least 1000 metres over the entire sea and port stretch.

Port Control Zeebrugge must check the conditions under 3.4.2.2 with VCZB before permission for departure can be granted.

If the conditions stated in 3.4.2.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant permission for departure or not will be made by consensus.

3.4.3. Voyage plan and notification of passage points

3.4.3.1. Voyage plan

The pilot allocated to the small LNG tanker must draw up a voyage plan at least one hour before the tanker’s departure from Zeebrugge.

The voyage plan should preferably be sent to VCZB by e-mail. If e-mail is impossible, the voyage plan can be submitted by telephone or by VHF.

VCZB will, in turn, send the voyage plan to the competent authorities by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the departure of the small LNG tanker
- At the time of departure of the small LNG tanker
3.4.3.2. Deviations from the voyage plan

The small LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB. VCZB will inform the competent authorities of the deviation by e-mail. VCZB will announce the amended voyage plan on VHF channels 65 and 69 of the respective MFBI block areas. VCZB will then notify Port Control Zeebrugge by telephone.

3.4.3.3. Reporting of passage points

The small LNG tanker will report its passage of the following points, indicating the estimated time of arrival at the next passage point:

<table>
<thead>
<tr>
<th>Passage points (navigation plan)</th>
<th>TC Wandelaar VHF 65</th>
<th>TC Zeebrugge VHF 69</th>
<th>Port Control ZB VHF 71</th>
<th>Radar-controle ZB VHF 19</th>
<th>TC Vlissingen VHF 14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot on board</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Unmoored from the quay</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Zeebrugge breakwaters</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Buoy Z</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Buoy SZ</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Buoy S3</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>VG3/VG4 (route: Ship Canal 1)</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>A1 (route: Akkaert-SW)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

VCZB will inform outgoing vessels passing buoy "W4" of the incoming and outgoing small LNG tanker, including the corresponding passage points.

VCZB will inform incoming vessels from "the North" passing buoy "W4" of the incoming and outgoing small LNG tanker, including the corresponding passage points.

3.4.4. Picking up the pilot

When picking up the pilot, who must board the LNG tanker at a sufficient distance from any other vessels being piloted, the other vessels will be instructed in due time by the Wandelaar pilot boat and Traffic Center Wandelaar to maintain a distance of at least half a mile from the small LNG tanker, if necessary via a traffic sign.

3.4.5. Maritime traffic regulations

3.4.5.1. By MBZ

As soon as the small LNG tanker is ready to leave the LNG dock or its berth, and has requested and obtained authorisation from Port Control Zeebrugge, Port Control Zeebrugge will handle maritime traffic control and coordination for all vessels in the port and additionally all arrivals and departures, in which a minimum passing distance of 2 cables will be maintained from the moment that the small LNG tanker passes the LNG buoy or leaves its berth until it has passed the Zeebrugge breakwaters.
3.4.5.1. By VCZB

VCZB regulates and coordinates maritime traffic in the vicinity of the small LNG tanker.

When the LNG tanker reports its estimated passage times VCZB will concurrently notify all vessels of the minimum passing distance (5 cables when a pilot is disembarking and 2 cables when it is sailing). This does not release either the small LNG tanker or the other vessels from their duty of good seamanship and for making mutual arrangements on the VHF channels of the respective MFBI block areas to maintain a 2 or 5-cable passing distance, respectively.

On the route from "S3/S4" to the Zeebrugge breakwaters and vice versa, vessels may only pass and/or cross a small LNG tanker if explicit agreements were made beforehand on the VHF channels of the respective MFBI block areas, with the small LNG tanker and with VCZB.

3.4.6. Police patrol

The Maritime Police will patrol regularly in the vicinity of the small LNG tanker and on the approach route to monitor compliance with the traffic regulatory instructions of VCZB and Port Control Zeebrugge. When patrolling, the Maritime Police will contact the pilot on board the small LNG tanker, VCZB (on the VHF channels of the respective MFBI block areas) and Port Control Zeebrugge (VHF channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may immediately call the 101 service, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the small LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the small LNG tanker of this.

4. TRAFFIC CONTROL AT THE LNG DOCK WITH 2 VESSELS SIMULTANEOUSLY

4.1. General

- Q-max series LNG tankers may only moor on Quay 615.
- The first LNG tanker must be fully moored according to the approved mooring plan before a second LNG tanker may enter or leave the LNG dock.
- The leading lights at the LNG dock must function properly upon the arrival or departure of a second LNG tanker.
- When an LNG tanker arrives at or departs from the LNG dock, a FiFi-1 tugboat must be present if there is another LNG tanker nearby, pursuant to the provisions of Chapters II and III.
- A single FiFi-1 tug is sufficient.
<table>
<thead>
<tr>
<th><strong>Annex I - partners</strong></th>
</tr>
</thead>
</table>
| **DAB Pilotage Service Zeebrugge** | Doverlaan 7 box 2  
B-8380 Zeebrugge  
Tel. +32 (0) 50 35 52 39  
Head of Nautical Operations  
Captain Etienne Van Aerschot  
Tel.: +32 (0) 50 55 77 36  
Mob.: +32 (0) 475 34 87 25  
etiennevanaerschot@mowvlaanderen.be |
| **Maritime Police, Coast Division** | Natiënkaai 5  
B-8400 Ostend  
Tel.: +32 (0) 5956.15.30  
dga.spn.kust.wpz@police.belgium.eu |
| **MBZ** | Pierre Vandammehuis  
Isabellalaan 1  
B-8380 Zeebrugge  
Tel.: +32 (0) 50 54 32 40 (during working hours)  
Tel.: +32 (0) 50 54 68 67 (after working hours)  
Fax: +32 (0) 50 54 32 49 (during working hours)  
Fax: +32 (0) 50 55 03 50 (after working hours)  
hkd@mbz.be  
portcontrol@mbz.be (24/7) |
| **VCZB** | Westelijke Strekdam  
B-8380 Zeebrugge  
Tel. +32 (0) 50 55 08 01  
Tel. +32 (0) 50 55 08 02  
Fax +32 (0) 50 54 74 00  
rvl.zeebrugge@mowvlaanderen.be |
| **Fluxys** | Henri-Victor Wolvenstraat 3  
B-8380 Zeebrugge  
Tel.: +32 (0) 50 36 66 00 (control room)  
Tel.: +32 (0) 50 36 65 00 (emergency number)  
LNGTMLStaff@Fluxys.net  
Reception:  
Tel. +32 (0) 50 36 66 11  
Fax +32 (0) 50 36 66 09 |
Annex II - General remarks

The LNG control measures apply to the current configuration of the LNG terminal and the berths in the outer harbour of Zeebrugge. If the LNG terminal were to be expanded the control measures for the port will need to be reviewed.

The LNG control measures for the Q-max series will be evaluated no later than after five of these LNG tankers have arrived.

The number of tugs needed for ARC7 LNG tankers will be re-evaluated following simulations and subject to the experience gained.
**Annex III - Comparison of nautical preconditions**

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>Small LNG*</th>
<th>Conventional LNG</th>
</tr>
</thead>
<tbody>
<tr>
<td>L.O.A.</td>
<td>&lt; 200 m</td>
<td>L.O.A. &gt; 200 - &lt; 315 m</td>
</tr>
<tr>
<td>Dimensions</td>
<td>small</td>
<td>large</td>
</tr>
<tr>
<td>Minimum passing distance pilotage point</td>
<td>1 mile east of buoy 'A'S'</td>
<td>1 mile east of buoy 'A'S'</td>
</tr>
<tr>
<td>Minimum passing distance sea stretch</td>
<td>1 mile east of buoy 'A'S'</td>
<td>1 mile east of buoy 'A'S'</td>
</tr>
<tr>
<td>Pilot boarding - Pilotage point</td>
<td>Buoy 'KB'</td>
<td>1 mile east of buoy 'A-S'</td>
</tr>
<tr>
<td>Minimum keel clearance</td>
<td>15% entire route</td>
<td>15% entire route</td>
</tr>
<tr>
<td>Minimum visibility</td>
<td>1000 metres</td>
<td>1000 metres</td>
</tr>
<tr>
<td>Initial approach</td>
<td>Daylight</td>
<td>Daylight</td>
</tr>
<tr>
<td>Tugs inbound</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Tugs outbound</td>
<td>Tugs outbound</td>
<td>None</td>
</tr>
<tr>
<td>Maximum wind I/O</td>
<td>&lt; 14 m/s western breakwater</td>
<td>&lt; 14 m/s western breakwater</td>
</tr>
<tr>
<td>Max. keel clearance I/O</td>
<td>15% entire route</td>
<td>15% entire route</td>
</tr>
<tr>
<td>Min. visibility I/O</td>
<td>1000 metres</td>
<td>1000 metres</td>
</tr>
<tr>
<td>Max. tidal current inbound</td>
<td>None</td>
<td>&lt; 2 knots</td>
</tr>
<tr>
<td>Max. tidal current outbound</td>
<td>None</td>
<td>&lt; 15 knots</td>
</tr>
</tbody>
</table>

* A small LNG tanker the largest tank of which is less than 3000 m³ and which has a load under 15,000 m³ is exempt from the LNG control measures.
Annex IV Fireboat 1 water sprayer

Required properties (FiFi-1)
- Minimum number of water monitors: 2
- Minimum spray flow per monitor (m³/h): 1200
- Minimum number of fire pumps: 1
- Minimum total pump capacity (m³/h): 2400
- Throw length of each monitor (m): 120
- Throw height of each monitor (m): 45
- Number of hydrants: 4 on each side
- Number of fire-fighting suits: 4

Water sprayer
- The capacity of the self-protection water spray system may not be less than 10 l/min per square metre of protected area.
- For interior-insulated surfaces, such as Class A-60 partitions, a lower capacity can be accepted provided the difference is less than 5 l/min per square metre of protected area.

Annex V - Mariphone Block Areas

https://www.vts-scheldt.net

Annex VI - Swath operability

Minimum criteria swath operability:

- Minimum height Pilot door/ Side door: > 4.0 m
- Minimum height freeboard: > 3.0 m
ANNEX 1

Chain approach - directing maritime traffic

The following priorities are set down with regard to directing maritime traffic at the port of Zeebrugge according to the supply of available/competent pilots, tugs, lock planning and berth availability:

1. Priority for Nautical Reasons, i.e. ships for which a flow and tide window applies.
2. Priority for passenger ships, excluding accompanied truck transport.
3. Priority for Nautical Reasons, i.e.
   - ships for which a current window applies, or
   - ships for which a tidal window applies,
     Priority A: container ships
     Priority B: car carriers
     Priority C: LNG ships
   If several ships are piloted at the same time, a ship destined for the lock will first enter the port in order to avoid as much obstruction as possible in the outer port and to ensure that the tugs and the pilot will become available again to other vessels as soon as possible.
4. Priority according to working/ not working (dock shifts),
5. Priority for arrivals and departures, unless departures are necessary for vacating a berth.
6. Priority for liner shipping over tramp trade.

Ships not piloted and/or tugs will be exempted from these traffic rules to the greatest extent possible.
Ships that are not ready for departure at the specified time lose their priority in terms of pilotage, tugs and lock planning.

The “first come, first-served” principle can be disregarded for a particular berth at the explicit request of a terminal.

Source: MDK – afdeling Scheepvaartbegeleiding
The electronic chart provides significant benefits in terms of navigation safety and improved operational efficiency, a real-time navigation system that integrates a variety of information that is displayed on a screen. There are two basic types of electronic charts. Those that comply with the International Maritime Organization (IMO) requirements, known as an Electronic Nautical Chart (ENC) displayed in an Electronic Chart Display and Information System (ECDIS), and all other types of electronic charts, regarded generically as, Electronic Chart Systems (ECS).

ECDIS carriage requirements

SOLAS regulation V/19.2.10 requires that the following ships making international voyages must be equipped with an ECDIS:
- passenger ships of 500 gross tonnage or more;
- tankers of 3,000 gross tonnage or more;
- cargo ships of 3,000 gross tonnage or more, except those less than 10,000 gross tonnage and built before 1 July 2014.

ECDIS - Guidance for good practice

ECDIS is a complex, safety-relevant, software-based system with multiple options for display and integration. In order to facilitate the clearer understanding of the effective use of ECDIS, the International Maritime Organization (IMO) issued “ECDIS – Guidance for Good Practice”, which cover the following aspects:
- Chart carriage requirement of SOLAS
- Maintenance of ECDIS software
- Operating anomalies identified within ECDIS
- Differences between Raster Navigational chart (RNC) and ENC
- ECDIS training
- Transitioning from paper chart to ECDIS navigation
- Guidance on training and assessment in the operational use of ECDIS simulators
- List of ECDIS apparent operating and display anomalies

See IMO circular MSC.1/Circ.1503/Rev.1 which can be downloaded from the IMO website at: http://www.imo.org/OurWork/Circulars/Pages/Home.aspx

Source: MDK - afdeling KUST - Vlaamse Hydrografie / IHO and IMO
1/27 (DIFFERENTIAL) GLOBAL POSITIONING SYSTEM: THEORY AND PRACTICE

NtM 2018-1/27 cancelled.

1. Dgnss station

The Division 'Scheepvaarbegeleiding' of the Agency for Maritime and Coastal Services (MDK) is offering the service of Differential Global Positioning System (DGPS) for an increased precision of the GPS system. The DGNSS station, located in the harbour of Ostend, monitors from land the broadcasted signal of all GPS satellites within range, and broadcasts at a frequency of 312 kHz any necessary correction and integrity warnings. This signal can be captured by DGPS receivers and, combined with the GPS signal, can provide a precision of position of 10 m in 99.8 % of the time.

The system increases the precision of the American GPS system, but can also be extended, so that among others the European EGNOS system is also supported. That is why it is called a DGNSS (Differential Global Navigation Satellite System) station instead of a DGPS station.

RECEPTION OF DGPS SIGNALS

In order to receive the DGPS signal, an appropriate DGPS receiver is required. This DGPS receiver can be integrated into a GPS receiver or comprise a separate module. A separate aerial for receiving the 312 kHz signal is always required. The DGPS signal can be received at sea on the entire Belgian Continental Shelf. The range of the signal depends among others on the height of the aerial, any obstacles between the transmitter and the receiver, atmospheric influences and other transmitters in the same frequency range.

PRINCIPLE OF OPERATION

Principle of operation of GPS

A GPS satellite transmits periodically a message to earth stating the time at which it was sent. Each GPS receiver contains a so-called 'almanac' in which is stated where each GPS satellite is at any moment. Taking into account the time delay between transmission and reception, the GPS receiver can calculate where it is located compared to the satellite. Theoretically, the data of 3 satellites suffice for determining a position on the earth’s surface. In practice, however, four satellites are needed.

Principle of operation of DGPS

A DGPS station is located at a known position, and it is equipped with a very precise GPS receiver. On the one hand the station checks the quality of the received GPS messages (completeness, ...), and on the other hand calculates its position and compares it with his known position. On the basis of these calculations, DGPS (correction) messages are broadcast at a radio frequency of 312 kHz. These messages contain information about the precision of the signals originating from the GPS satellites on the one hand, and the necessary correction data on the other hand, so as to obtain an exact location.
## 2. Technical data of DGPS

<table>
<thead>
<tr>
<th>Name of DGPS radio beacon</th>
<th>Oostende</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDs of reference stations</td>
<td>640</td>
</tr>
<tr>
<td>ID of broadcast station</td>
<td>420</td>
</tr>
<tr>
<td>Position of station (WGS 84)</td>
<td>51° 14' 19.02670&quot; N - 02° 55' 52.01046&quot; E</td>
</tr>
<tr>
<td>Broadcast frequency of DGPS signal</td>
<td>312 kHz</td>
</tr>
<tr>
<td>Reception range of DGPS signal</td>
<td>Approx. 119 NM (approx. 220 km)</td>
</tr>
<tr>
<td>Bit rate</td>
<td>200 bps</td>
</tr>
</tbody>
</table>

- **Broadcasted messages**
  - RTCM03: GPS reference station parameters (including GPS coordinates of the reference station's aerial)
  - RTCM07: DGPS radio beacon almanac (provides the location, frequency, service range, and information about the network of marine radio beacons)
  - RTCM09: GPS Partial Correction Set (transmits per 3 GPS satellites the status of these satellites)
  - RTCM27: like RTCM07, mentioning the IDs of the reference stations

- **Standards**
  - IALA Recommendation R-121
  - IMO Resolution A.915
  - RTCM SC-104 ver. 2.3
  - RSIM ver. 1.2

- **Control**
  - Division Scheepvaartbegeleiding
  - Agency for Maritime and Coastal Services
  - Flemish Government
  - Maritiem plein 3
  - 8400 Oostende
  - www.scheepvaartbegeleiding.be
3. Use of charts and GPS navigation

GPS offers the possibility to determine a precise position with relatively simple means. And precision can be improved even more when using a DGPS (cf. point 2 for technical details). The great precision is a very positive evolution for the mariners and general safety. Still, one must not lose track of the reality of things.

Some important points of attention:

1. (D)GPS precision
   - While using GPS, the chance that the true position is within a radius of 22.5m of the given position is 95%. The exact position will never be determinable.
   - For more precise applications DGPS must be used.

2. Precision of charts
   Modern sea charts are generally based on hydrographic surveys made in the past decades. The older position determination techniques usually guarantee a precision that is not as great as that of the DGPS. This means that the position of some objects on the charts, such as wrecks, may contain imprecisions. These deviations can range from some 10 metres up to a 100, depending on the location. In general: the further away from land, the more imprecise.
   As far as the Belgian sea charts go, the positions of all wrecks found in the Belgian Continental Flat have been determined with the use of DGPS.

3. Navigation recommendations
   - Make sure you use the correct “Geodetic Datum”. Check this when switching to another chart, especially foreign ones.
   - If necessary, apply the stated corrections to the position.
   - Keep in mind that a GPS position is not flawless.
   - Look out for position imprecisions on every chart, especially when it concerns wrecks and flats. Keep in mind that wrecks tend to have a certain size. The most shallow point is usually registered as the position.
   - So, in short: don’t narrowly sail by underwater obstructions.

Source: MDK – afdeling KUST - Vlaamse Hydrografie
The Royal Decree of 20 March 2014 adopting the marine spatial plan confirms the establishment of three special protection zones for birds, a special zone for nature conservation and a specific marine reserve:

1. **The special protection zones**

1. a zone off Koksijde, named **SBZ 1**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 5, of which the coordinates are:
   - 51.11200 N   2.59733 E
   - 51.12933 N   2.53867 E
   - 51.20933 N   2.51400 E
   - 51.22550 N   2.65100 E
   - 51.14867 N   2.69883 E

   When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

2. a zone off Oostende, named **SBZ 2**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 8, of which the coordinates are:
   - 51.21017 N   2.85717 E
   - 51.23800 N   2.85517 E
   - 51.24666 N   2.75467 E
   - 51.35500 N   2.82400 E
   - 51.33383 N   2.95666 E
   - 51.29567 N   2.98983 E
   - 51.26967 N   2.91867 E
   - 51.24600 N   2.94133 E

   When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

3. a zone off Zeebrugge, named **SBZ 3**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 6, of which the coordinates are:
   - 51.32450 N   3.14383 E
   - 51.34480 N   3.07983 E
   - 51.36217 N   3.06667 E
   - 51.39750 N   3.17300 E
   - 51.37833 N   3.25133 E
   - 51.35317 N   3.27217 E

   With the exception of the specific marine reserve described hereafter.

   When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the special protection zones, the following activities are prohibited:
- civil engineering activities
- industrial activities
- activities by publicity and commercial companies.

Insofar as they are not subjected to an appropriate assessment.
In "SBZ 1" and "SBZ 2", the following activities are prohibited in the period from 1 December until and including 15 March:

- the exercise with helicopters at a height of less than 500 ft
- the passage of high speed vessels, with the exception of exceptional circumstances
- watersport competitions.

The shipping is allowed.

2. A special zone for nature conservation

In the sea area, a special zone for nature conservation is established as follows:

A zone named «Trapegeer-Stroombankgebied», bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 4, of which the coordinates are:

- 51.09367 N  2.54367 E
- 51.13750 N  2.50533 E
- 51.27917 N  2.87567 E
- 51.23393 N  2.91850 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the special protection zones, the following activities are prohibited:

- civil engineering activities
- industrial activities
- activities by publicity and commercial companies
- dumping of dredged material and inert materials of natural origin, insofar as they are not subjected to an appropriate assessment.

For these zones, the shipping is allowed.

The zone «Trapegeer-Stroombank» is enlarged up to a new zone «Vlaamse Banken», bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 14, of which the coordinates are:

- 51.09352 N  2.54160 E
- 51.13665 N  2.50399 E
- 51.15291 N  2.48957 E
- 51.26833 N  2.38900 E
- 51.30435 N  2.37005 E
- 51.36476 N  2.33860 E
- 51.45200 N  2.29200 E
- 51.52700 N  2.45200 E
- 51.51971 N  2.47158 E
- 51.48100 N  2.57800 E
- 51.41317 N  2.67678 E
- 51.36904 N  2.74417 E
- 51.27833 N  2.87432 E
- 51.23846 N  2.91702 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the zone, activities are allowed

- that have completed the appropriate assessment, insofar as they are subject to this procedure;
- not otherwise prohibited or restricted.

The shipping is allowed in the whole zone.
3. A specific marine reserve

In the sea areas, a specific marine reserve is established, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 3, of which the coordinates are:

- 51.35544 N  3.23252 E
- 51.36000 N  3.23666 E
- 51.36050 N  3.22100 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the specific marine reserve, all activities are prohibited, excepted:

1° the legal exceptions as mentioned in article 8, §1°, of the law, with the exception of the shipping, undiminished activities behalf of the government or in execution of 2° and 3°;
2° the installation and maintenance of cables and pipelines;
3° the digging of trenches and the elevation of the seafloor;
4° the activities which fall within the scope of the user agreements referred to in Article 8bis of the law;
5° the activities which have been subjected to an appropriate assessment.

For this zone, the shipping is not authorized.

Source: FOD Volksgezondheid - Milieudienst d.d. 05/09/2014 en 23/09/2015: Royal Decree for MRP (marine spatial plan) dated 20/03/2014 en erratum van 13/07/2015
1/29 UNDERWATER CABLES AND PIPELINES

NtM 2018-1/29 cancelled.

1. Warning against anchoring and trawling close to or in the vicinity of submarine cables and pipelines

In connection with the serious disturbances in connection or supply, which might result in case of damage, the very high repair costs, and in some case potential danger of life, all precautions must be taken so as to avoid anchoring and trawling at or close to submarine pipelines, even when there is no specific ban on the chart.

In order to avoid the risk of damaging submarine electricity cables as much as possible, a 250 meter protected area is created; this area is located at both sides of the cable. It is not allowed to drop any anchor in that area, even when there is no specific prohibition on the chart. Other activities, except for the installation of another cable in accordance with the stipulations of the Royal Decree dated 12 March, 2002, such as trawling, can only take place if these activities do not create any risks for the electricity cable.

2. Potential dangers resulting of rupturing cables or pipelines in order to clear anchors or fishing gear

Certain cables are high voltage cables, and can create a serious danger of life or as a minimum the risk of serious burns in case such cables are ruptured.

When a vessel breaks down because of a submarine cable, the anchor or the fishing gear must be let slip and sacrificed without doing the slightest attempt to chop the submarine cable while taking all precautions and avoiding any risk of damaging the cable.

Exaggerated force exercised on a pipeline can result in rupturing or tearing the line. In the case of a gas line, the gas escaping at high pressure all of a sudden might resemble an explosion, and can cause not only serious damage but also result in immediate and serious danger of fire or even loss of the vessel and human lives.

When a vessel breaks down due to a pipeline, the anchor or the fishing gear must immediately be let slip and sacrificed without undertaking any attempt to clear the anchor or fishing gear.

With the goal of striving for greater protection of submarine cables and pipelines, and in order to avoid very expensive repair works, interruption of connections or of supply, the mariners’, and especially the fishermen’s, special attention is drawn to Article 7 of the Law dated 18 April, 1885, on the approval of the International Convention on the protection of submarine telegraph cables, and to the procedure provided in it concerning obtaining indemnity for loss or sacrifice of anchors or fishing gear. Article 29 of the International Convention on the High Sea, realized in 1958 in Geneva, has expanded the bearing of Article VII of the 1884 Convention (telegraph cables) to all submarine cables and pipelines. The 1982 Law of the Sea Convention, as ratified by the Law dated 18 June, 1998, adopted these provisions, and lays down that:

**Article 115** - Indemnity for loss incurred in avoiding injury to a submarine cable or pipeline

Every State shall adopt the laws and regulations necessary to ensure that the owners of ships who can prove that they have sacrificed an anchor, a net or any other fishing gear, in order to avoid injuring a submarine cable or pipeline, shall be indemnified by the owner of the cable or pipeline, provided that the owner of the ship has taken all reasonable precautionary measures beforehand.

Source: FOD Economie
More and more stations that are floating at sea, anchored or tied down, are being laid out for scientific or experimental observations (oceanographic and meteorological), or for commercial purposes (for example drilling rigs). These may be buoys, masts, poles as well as manned and unmanned towers or platforms.

Such stations are often close to shore or near shipping routes. When in collision with a vessel they may take heavy damage, or cause heavy damage to the ship. In order to facilitate their identification they are always painted in a clearly visible and special manner and equipped with both visual and sound signals that are as different as possible from the navigation signals that are otherwise to be expected in the area. These special marks and signals will be announced to mariners in time in the usual manner.

Mariners are strongly advised to always consult the latest reports about such stations or installations, to update their sea charts precisely and to use landing charts on a grand scale if their voyage route should bring them in the vicinity of one of these stations or installations. It should also be noted that floating or anchored stations are sometimes equipped with a long cable attached to precious instruments. As with other navigational obstacles, mariners are advised to sail past these stations at a safe distance.

Source: MDK en FOD Economie
1. According to international law, a coastal state has the right to build and maintain installations and rigs on the continental shelf, to explore natural resources and exploit them, to establish safety zones around such installations and to take the necessary measures within these zones to protect them. Installations around which safety zones may be established are, inter alia, fixed production platforms, mobile drilling rigs, wind turbines, loading places for tankers and seabed installations including underwater drilling heads.

2. The establishment of a safety zone of 500 meters around artificial islands, installations or devices for the generation of energy from the water, currents and winds in the sea areas under Belgian jurisdiction, is determined by the Royal Decree (KB) of 11 April 2012, published June 1, 2012. It is forbidden for all mariners to sail these safety zones, except in specific cases as stated in the above KB.

3. The breach of the above regulations will be regarded as a punishable offense. The penal provisions are laid down in Article 55 (4) and their modalities in Articles 56, 57 and 58 of the Law of 22 April 1999 on the EEZ of Belgium in the North Sea.

4. Regarding the offshore installations in the EEZ of Belgium, see further the article 1/32.

Source: MDK - FOD Economie - FOD Mobiliteit
OFFSHORE INSTALLATIONS: WIND FARMS

NTM 2018-1/32 cancelled.

Under Royal Decree (KB) of 11 April 2012, publication 1 June 2012, a safety zone is established around the wind turbines in exploitation of the following wind farms. The access to the safety zones is forbidden. The safety zones are bounded by the following coordinates:

Wind farm Belwind-Nobelwind (106 turbines)
51°43,20’N 002°47,85’E
51°40,35’N 002°47,61’E
51°36,81’N 002°48,11’E
51°36,97’N 002°47,77’E
51°38,02’N 002°47,15’E
51°38,90’N 002°45,30’E

Wind farm C-Power – Part A (30 turbines)
51°33,81’N 002°54,50’E
51°32,06’N 002°58,46’E
51°31,15’N 002°56,48’E
51°30,89’N 002°55,59’E
51°32,48’N 002°52,94’E
51°32,84’N 002°52,38’E

Wind farm C-Power – Part B (24 turbines)
51°33,53’N 002°56,50’E
51°34,06’N 002°57,38’E
51°34,39’N 002°57,87’E
51°34,72’N 002°58,47’E
51°35,08’N 002°59,48’E
51°34,94’N 002°59,71’E
51°35,31’N 003°00,12’E
51°34,69’N 003°01,24’E
51°34,32’N 003°00,83’E
51°33,76’N 003°01,83’E
51°33,37’N 003°00,54’E
51°33,11’N 003°00,05’E
51°32,80’N 002°59,56’E
51°32,27’N 002°58,73’E

Wind farm Northwind (72 turbines)
51°35,44’N 002°52,40’E
51°35,84’N 002°50,53’E
51°36,18’N 002°51,04’E
51°39,13’N 002°54,65’E
51°37,55’N 002°57,30’E
51°36,85’N 002°56,11’E
51°36,62’N 002°55,64’E
51°36,09’N 002°54,33’E
51°36,16’N 002°54,21’E
### Wind farm Rentel (42 turbines)

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>51°35,47'N</td>
<td>002°52,47'E</td>
</tr>
<tr>
<td>51°36,14'N</td>
<td>002°54,15'E</td>
</tr>
<tr>
<td>51°36,23'N</td>
<td>002°54,68'E</td>
</tr>
<tr>
<td>51°36,61'TN</td>
<td>002°55,64'E</td>
</tr>
<tr>
<td>51°36,85'N</td>
<td>002°56,11'E</td>
</tr>
<tr>
<td>51°37,55'N</td>
<td>002°57,30'E</td>
</tr>
<tr>
<td>51°35,35'N</td>
<td>003°00,06'E</td>
</tr>
<tr>
<td>51°35,02'N</td>
<td>002°59,69'E</td>
</tr>
<tr>
<td>51°34,96'N</td>
<td>002°59,14'E</td>
</tr>
<tr>
<td>51°34,73'N</td>
<td>002°58,47'E</td>
</tr>
<tr>
<td>51°34,39'N</td>
<td>002°57,87'E</td>
</tr>
<tr>
<td>51°34,06'N</td>
<td>002°57,38'E</td>
</tr>
<tr>
<td>51°33,44'N</td>
<td>002°56,35'E</td>
</tr>
<tr>
<td>51°33,80'N</td>
<td>002°55,55'E</td>
</tr>
<tr>
<td>51°34,12'N</td>
<td>002°54,90'E</td>
</tr>
<tr>
<td>51°34,77'N</td>
<td>002°53,87'E</td>
</tr>
<tr>
<td>51°34,87'N</td>
<td>002°53,61'E</td>
</tr>
<tr>
<td>51°35,22'N</td>
<td>002°53,00'E</td>
</tr>
</tbody>
</table>

*Source: MDK - afdeling KUST - Vlaamse Hydrografie*
1/33A MINIMUM REQUIREMENTS CERTAIN TANKERS THAT WISH TO SAIL TO A BELGIAN PORT MUST MEET

NtM 2018-1/33A cancelled

The attention of the mariners is requested for the KB of 14-8-1984 (Belgian Statute Book of 22-9-1984) which contains a reporting duty and a checklist for such vessels.

Source: FOD Mobiliteit & Vervoer

1/33B REPORTING DANGEROUS SUBSTANCES TO THE COMMON NAUTICAL AUTHORITY

NtM 2018-1/33B cancelled

Article 1
1. The Master of a seagoing vessel, loaded with or emptied with dangerous substances, as referred in Annex 1 of the Shipping Regulations Western Scheldt 1990, reports this to the Common Nautical Authority.

2. This report must be made:
   a. at least twenty-four hours before arrival in the management area of the Common Nautical Authority, or
   b. if the destination is known upon departure from the previous port, and the travelling time is less than twenty-four hours, not later than the time at which the vessel is leaving the previous port, or
   c. in case the destination was not yet known upon departure from the previous port or is changed during the voyage, as soon as it is known but not later than the time of entering the Dutch territorial sea.

Article 2
The report, as referred to in Article 1, must be carried out using the reporting form as appended to the present Announcement, and must be sent to the Common Nautical Authority at fax number 00 31 (0) 118-472503 or to the e-mail address IMOloading@VTS-Scheldt.net.

Article 3
The Common Nautical Authority will consider a report of dangerous substances, received from the port authorities through the Central Broker System, as a report that is in accordance with Article 1.

Article 4
The captain of an inland vessel or a convoy with more than twenty containers on board or with at least one container on board to which the ADNR applies, regardless of the number of containers, and that is entering the control area of the Common Nautical Authority for the first time during a certain voyage, reports his dangerous substances and the number of containers in an electronic way. This report must be carried out according to what is applicable to Navigation on the Rhine and has been laid down by the Central Commission for Navigation on the Rhine.

Article 5
Hereby the Joint Announcement No. 01-2009 is cancelled.

Article 6
These prescriptions come into force as from 1 March, 2010. These prescriptions are published with explanatory notes in the Dutch State Gazette and the Belgian State Gazette.
REPORTING FORM

Reporting of cargo information data of vessels loaded with or emptied of dangerous substances to the Common Nautical Authority:
The vessels mentioned in the introduction must, before entering the management area of the Common Nautical Authority, report the following information:

Vessel information:

<table>
<thead>
<tr>
<th>Vessel's name:</th>
<th>-</th>
<th>Call sign:</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length:</td>
<td>-</td>
<td>m.</td>
<td>-</td>
</tr>
<tr>
<td>Width:</td>
<td>-</td>
<td>m.</td>
<td>-</td>
</tr>
<tr>
<td>Draught:</td>
<td>-</td>
<td>dm.</td>
<td>-</td>
</tr>
</tbody>
</table>

Route:

<table>
<thead>
<tr>
<th>Port of departure:</th>
<th>Pilot station:</th>
<th>Port of destination:</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>SB/ WN</td>
<td>-</td>
</tr>
</tbody>
</table>

Cargo information:
Information about the cargo or about the cargo of which the vessel is emptied.
Denominations of the dangerous substances* Un.nr. or MARPOL category.

<table>
<thead>
<tr>
<th>Denomination of the substance:</th>
<th>Un.nr.:</th>
<th>MARPOL:</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Vessel is gas-free:
In case a tanker vessel is in possession of a gas-free certificate of the Dutch or Belgian gas expert, then report that the vessel is declared gas-free by the gas expert, and transmit the corresponding certificate.

* Dangerous substances
Are substances covered by the prescriptions of:
- The GC-Code;
- The IGC-Code;
- The EGC-Code;
- The BCH-Code;
- The IBC-Code;
- The IMDG-Code;
- Groep B van the BC-Code;
- Annex I van the MARPOL;
- Annex II van the MARPOL;
- Annex III van the MARPOL.

Source: GNA: Bass 014-2010 - GB 01-2010
11/33C TRANSPORT OF DANGEROUS SUBSTANCES WITH GAS TANKERS INSIDE THE GNB WORKING AREA

NTM 2018-1/33C and 2018-14/170 cancelled.

The following prescriptions are laid down:

Article 1  Definition of Terms
a. Clearance
The positive outcome (permission) of the decision made by the GNA.

b. Gas Expert
A person who is in possession of a certificate of competence with regard to expertise in gas and which was issued by a certified institution recognised as such in Belgium or the Netherlands.

c. GNB
Common Nautical Management, the body jointly responsible in Flanders and the Netherlands for nautical management in the Scheldt River area (Article 1(j) of the GNB Treaty: Treaty Series, Volume 2005 No. 312).

d. GNA

e. RVGZ

f. Voyage Plan IMO2 Gas Tanker
A gas carrier that satisfies the conditions set out in Table 1 “Categorisation of Seagoing Gas Tankers”. The GNA determines, following the provision in writing of specific data with regard to the Gas Tanker by the captain of the gas carrier ship or his deputy, whether or not the Gas Carrier is indeed a Voyage Plan IMO 2 Gas Tanker.

<table>
<thead>
<tr>
<th>Stofnaam</th>
<th>Proper Shipping name (UNnr.)</th>
<th>Voyage plan IMO 2 Gas Tanker</th>
<th>Not a Voyage plan IMO 2 Gas Tanker</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Chloor</td>
<td>Chlorine (1017)</td>
<td>The Capacity of the largest cargo tank is 600 m$^3$ at maximum and the collective Loading Capacity of all tanks is less than 1200 m$^3$.</td>
<td>May only be transported subject to the express permission of the GNA (See Article 2(c)).</td>
</tr>
<tr>
<td>*Zwaveldioxide</td>
<td>Sulpher Dioxide (1079)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethyleenoxide</td>
<td>Ethylene Oxide (1040)</td>
<td>The Capacity of the largest cargo tank is 1000 m$^3$ or more, and/or the collective Load Capacity of all tanks is 5000 m$^3$ or more.</td>
<td></td>
</tr>
<tr>
<td>Methyl Bromide</td>
<td>Methyl Bromide (1062)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acetaaldehyde</td>
<td>Acetaldehyde (1089)</td>
<td>The Capacity of the largest cargo tank is 1500 m$^3$ or more, and/or the collective Load Capacity of all tanks is 7500 m$^3$ or more.</td>
<td></td>
</tr>
<tr>
<td>Ammoniak, watervrij</td>
<td>Ammonia, anhydrous (1005)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethylchloride</td>
<td>Ethyl Chloride (1037)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Methylchloride</td>
<td>Methyl Chloride (1063)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dimethylether</td>
<td>Dimethyl Ether (1033)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Dimethylamine, watervrij</td>
<td>Dimethylamine, anhydrous (1032)</td>
<td></td>
<td>May only be transported subject to the express permission of the GNA (See Article 2(c)).</td>
</tr>
<tr>
<td>Stofnaam</td>
<td>Proper Shipping name (UNnr.)</td>
<td>Voyage plan IMO 2 Gas Tanker</td>
<td>Not a Voyage plan IMO 2 Gas Tanker</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Butaan</td>
<td>Butane (1011)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Butadiene</td>
<td>Butadienes Stabilized (Or butadienes and hydrocarbon mixture, stabilized with more than 40% Butadienes.) (1010)</td>
<td>The Capacity of the largest cargo tank is 3000 m³ or more and/or the collective Load Capacity of all tanks is 15000 m³ or more.</td>
<td></td>
</tr>
<tr>
<td>Butyleinen</td>
<td>Butylene (1012)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethaan</td>
<td>Ethane (1035/1961)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethyleen / Etheen</td>
<td>Ethylene (1962/1038)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Methaan</td>
<td>Methane (1972)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Methylacetylene / Propadienmengsels</td>
<td>Methyl Acetylene and Propadiene mixtures, stabilized (1060)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Propaan</td>
<td>Propane (1978)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Propyleen / Propeen</td>
<td>Propylene (1077)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vinylchloride</td>
<td>Vinyl Chloride, stabilized (1086)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C4 / Petroleumgassen</td>
<td>Petroleum Gasses, Liquefied (1075)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stikstof</td>
<td>Nitrogen, (1066/1977)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Koolstofdioxide</td>
<td>Carbon Dioxide (2187)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dichloor-difluormethaan</td>
<td>Dichloro-difluoromethane (1028)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dichloormonofluormethaan</td>
<td>Dichloro-fluoromethane (1029)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dichloor-tetrafluorethaan</td>
<td>1,2-Dichloro-1,1,2,2-tetrafluoroethane (1958)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monochloor-difluormethaan</td>
<td>Chlooro-difluoromethane (1018 koel-gas R22)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monochloor-tetrafluorethaan</td>
<td>1-Chloro-1,2,2,2-tetrafluoroethane (1021)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monochloor-trifluormethaan</td>
<td>Chlorotrifluoromethane (1022)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Under all circumstances
No sailing plan IMO 2

The Capacity of the largest cargo tank is less than 3000 m³ and the collective Load Capacity of all tanks is less than 15000 m³.
Article 2  General

a. Application
The regulations stated here apply to Gas Carriers loaded with or empty of hazardous substances in liquid form
as described in the:
- GC Code (Gas Carrier Code, see RVGZ Article 1(f))
- IGC Code (International Gas Carrier code, see RVGZ Article 1(h))

b. Scope
The GNB management area. The regulations as set out in the “Nautical Control Measures 001 - 2018 LNG procedures
for ships entering and leaving Zeebrugge (“Nautische Beheersmaatregelen 001-2018 LNG procedures Op- en afvaart
Zeebrugge”) also applies to all LNG ships coming from or headed for Zeebrugge.

c. Liquefied gases that may not be transported in tankers
The carriage of hazardous substances as referred to in Article 15(2) of the RVGZ in tankers is prohibited (see Table
2 “Liquefied gases that may not be transported in tankers”. Source: RVGZ: Annex 2 for Article 15(2))

<table>
<thead>
<tr>
<th>Stofnaam</th>
<th>Proper shipping name (Unnr.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chloor</td>
<td>Chlorine (1017)</td>
</tr>
<tr>
<td>Dicyaan</td>
<td>Cyanogen (1026)</td>
</tr>
<tr>
<td>Dimethylamine, watervrij</td>
<td>Dimethylamine, anhydrous (1032)</td>
</tr>
<tr>
<td>Waterstofbromide, watervrij</td>
<td>Hydrogen Bromide, anhydrous (1048)</td>
</tr>
<tr>
<td>Waterstofchloride, watervrij</td>
<td>Hydrogen Chloride, anhydrous (1050)</td>
</tr>
<tr>
<td>Waterstofsulphide (zwavelwaterstoff)</td>
<td>Hydrogen Sulphide (1053)</td>
</tr>
<tr>
<td>Methyamine, watervrij</td>
<td>Methyamine, anhydrous (1061)</td>
</tr>
<tr>
<td>Distikstoftetroxide</td>
<td>Dinitrogen Tetroxide / Nitrogen Dioxide (1067)</td>
</tr>
<tr>
<td>Nitrosylchloride</td>
<td>Nitrosyl Chloride (1069)</td>
</tr>
<tr>
<td>Fosgeen</td>
<td>Phosgene (1076)</td>
</tr>
<tr>
<td>Zwaveldioxide</td>
<td>Sulphur Oxide (1079)</td>
</tr>
<tr>
<td>Chlortrifluorethyleen</td>
<td>Trifluorochloroethylene, stabilized (1082)</td>
</tr>
<tr>
<td>Trimethylamine, watervrij</td>
<td>Trimehylamine, anhydrous (1083)</td>
</tr>
<tr>
<td>Cyaanchloride</td>
<td>Cyanogen Chloride, stabilized (1158)</td>
</tr>
<tr>
<td>Arseenwaterstof</td>
<td>Arsenic (2188)</td>
</tr>
<tr>
<td>Dichloorsilaan</td>
<td>Dichlorosilane (2189)</td>
</tr>
<tr>
<td>Germaanwaterstof</td>
<td>Germane (2192)</td>
</tr>
<tr>
<td>Wolframhexafluoride</td>
<td>Tungsten Hexafluoride (2196)</td>
</tr>
<tr>
<td>Waterstofiodide</td>
<td>Hydrogen Iodide, anhydrous (2197)</td>
</tr>
<tr>
<td>Fosforwaterstof (fosfinel)</td>
<td>Phosphine (2199)</td>
</tr>
<tr>
<td>Waterstofselenide, watervrij</td>
<td>Hydrogen Selenide, anhydrous (2202)</td>
</tr>
<tr>
<td>Carbonylsulfide</td>
<td>Carboxyl Sulphide (2204)</td>
</tr>
<tr>
<td>Zwaveltetrafluoride</td>
<td>Sulphur Tetrafluoride (2418)</td>
</tr>
<tr>
<td>Methylchlorosilaan</td>
<td>Methylchlorosilane (2534)</td>
</tr>
<tr>
<td>Antimonywaterstof (stibinel)</td>
<td>Stibine (2676)</td>
</tr>
</tbody>
</table>

d. Deviations from Article 2(c) Liquefied gases that may not be transported in tankers
The hazardous substances in Table 2 (highlighted in yellow) Chlorine, Dimethylamine (water-free) and Sulphur
Dioxide (for a classification of the hazards, see Table 1, substance name marked with a *) may only be transported
subject to the explicit permission of the GNA. The GNA can impose operational regulations on the carriage of the
substances stated in this article (RVGZ Article 15(3))

e. Gas-free statement
A Gas Tanker will no longer be subject to these regulations if the Gas Tanker has a statement to this effect
provided by a Gas Expert.

Article 3  Regulations for all Gas Tankers

a. It must be certain that there is no dangerous overpressure in the tanks and that no gases will be released
into the open air (the captain of the gas tanker should report this).
b. Subject to the permission of the GNA, tanker vessels may not perform any loading or other operations in
which cargo fumes are released into the open air, neither during its voyage through the GNB management area nor while at anchor within the GNB management area.

c. The aforementioned activities under Article 3(b) must have been terminated by the time the vessel has arrived from the sea and when approaching the pilot station, and no later than by the time the vessel has reached the pilot area.

d. Any exceptional information and deviations with regard to the condition of the vessel or the cargo that can impact safety must be immediately reported to the GNA.

e. A competent pilot must be on board unless the gas tanker has been granted dispensation with regard to the presence of a competent pilot on board pursuant to or by virtue of a statutory regulation in relation to "Remote Piloting (RP) in Storm Pilotage" (see the relevant Joint Notification)

f. If the vessel is anchored in the GNB management area someone must be on board to keep uninterrupted watch by listening to the marine VHF radio channel designated by or on behalf of the competent authority and who is able to answer calls from or on behalf of the competent authority.

i. Loading and unloading of Gas Tankers on the Ghent-Terneuzen Canal

- **Maritime reports:**
  All gas tankers loading or unloading ammonia at a berth on the Ghent-Terneuzen Canal, regardless of whether they are seagoing or inland vessels, must report the start and end times of its loading or unloading operations to the Terneuzen Traffic Centre on maritime VHF Channel 11.

- **Information from the Terneuzen traffic Centre:**
  The Terneuzen Traffic Centre will keep all maritime traffic informed of all vessels loading ammonia via VHF Channel 11.

- **Vessel speed:**
  In the interest of safety, and considering that the berth is situated very close to the Ghent-Terneuzen Canal, all maritime traffic must adjust its speed when passing such a vessel.

### Article 4 Regulations for “Voyage Plan IMO 2 Gas Tankers”

In addition to the regulations stated in Article 3, the following regulations must also be observed with regard to “Voyage Plan IMO 2 Gas Tankers”:

A. **RP during Storm Pilotage**

A Voyage Plan IMO 2 Gas Tanker is not eligible for RP.

B. **Clearance**

b1. A Voyage Plan IMO 2 vessel must have obtained Clearance prior to commencing its journey through the GNB area and throughout the entire duration of this journey.

b2. This Clearance can be revoked at all times.

b3. The sole authority to give and revoke Clearance is the GNA.

C. **Sailing prohibited / interrupted journey**

cl. Poor visibility:

cl1. A Voyage Plan IMO 2 Gas Tanker is prohibited from sailing if:

cl1a. Visibility is less than 1000 metres on the inbound route for vessels coming from the sea, up to the De Nolle - Nieuwe Sluis line (coast line, Ships Act, Article 11a); or

cl1b. Visibility is less than 2000 metres on the upstream route, from the De Nolle - Nieuwe Sluis line (coast line, Ships Act, Article 11a) up to and including Antwerp or Ghent.

cl2. If a Voyage Plan IMO 2 Gas Tanker has Clearance and visibility is poorer than the conditions stated under cl, the GNA will determine, in consultation with the captain and/or pilot of the gas tanker, whether or not the journey will be interrupted by laying at anchor, or if the journey can be continued.

cl3. If the voyage of a Voyage Plan IMO 2 Gas Tanker is interrupted for whatever reason, the ship must be anchored at an emergency anchorage designated by the GNA.

D. **Route for Voyage Plan IMO 2 Gas Tankers**

d1. For the Sea Stretch via de Wandelaar:

The route along Vaargeul-1 or A1 and the Scheur and the main fairway must be followed by both inbound and outbound vessels. The preferred route for inbound vessels is via A1 and that for outbound vessels is via Vaargeul-1, but deviations can be made depending on the anticipated traffic situation. The vessel must report its intended route and whether or not any deviations will be made from the route as stated above.


d2. For the Sea Stretch via the Steenbank (the “West round route”):

The Steenbank route along Westpit, Rabsbank, the NEA, the Scheur (via Buoy S4) and the main fairway must be followed by both inbound and outbound vessels.
Precautionary Area:
Considering that manoeuvring Voyage Plan IMO 2 Gas Tankers in the precautionary area must be restricted to a minimum:
- compass compensation and similar manoeuvres in which the precautionary area must be crossed several times are prohibited;
- two (2) or more Voyage Plan IMO 2 Gas Tankers are prohibited from simultaneously switching pilots on the Vlissingen roads; and
- no passengers can board on or disembark from through-sailing (non pilot-switching) Voyage Plan IMO 2 vessels.

The river stretch:
Upstream of Vlissingen the main fairway must be followed and encounter or overtaking manoeuvres by “Voyage Plan IMO 2 Gas Tankers” in de Pas van Borssele and Bocht van Bath are prohibited with the following vessels:
- special and extraordinary transports
- oversized ships
- Voyage Plan IMO 2 Gas Tankers

E. Reporting and communication procedure for Voyage Plan IMO 2 Gas Tankers

e1. To distinguish a Voyage Plan IMO 2 Gas Tanker from a regular gas carrier, the classification “IMO2” will be used after the name of the vessel in all communication on VHF channels.
e2. In addition to the customary information with regard to the various report points, incoming vessels also report the time at which the vessel passes Buoy “S3” (the buoy Scheur 3).
e3. In addition to the customary information with regard to the various report points after passing Vlissingen, departing vessels bound for de Wandelaar must also report the time at which the vessel passes Buoy “S4” (the buoy Scheur 4).

F. Voyage Plan

f1. A voyage plan must be drawn up and followed.
f2. A copy of the voyage plan must be submitted for inspection to the GNA on demand.

Article 5 Final provisions

a. The GNA can, in relation to safety, if reasonableness and fairness so suits, taking into account all relevant interests, deviate from these regulations and guidelines.
b. The NtM 2018-01/033C (Joint Announcement 02-2009) is herewith cancelled.
c. These prescriptions enter into force as from 1 July 2018.

Source: GNA: Bass 050-2018, GB 01-2018
THE WEST EUROPEAN TANKER REPORTING SYSTEM (WETREP)

NtM 2018-1/33D cancelled

Issuance of the compulsory shipping report system for Western European PSSA (Particularly Sensitive Sea Area).

Some Western European waters have been indicated as PSSA areas by the IMO following a proposition from Belgium, France, Spain, Ireland, Portugal and the United Kingdom. This PSSA area borders to the 15th degree west meridian, the Porcupine Bank, including parts of the special area of Northwestern Europe (issued under statutory annex 1, MARPOL 73/78), the English Channel and coastal waters, and certain parts of the PRA (Pollution Response Area) and EEZ (Exclusive Economic Zone) along the Spanish, French and Portuguese coasts (see supplements 1 and 2).

IMO approved a compulsory report system for tankers (WETREP) that took effect on July 1st 2005 at 00h00 UTC for all tankers with a tonnage larger than 600 tonnes, carrying:

- black crude oil, i.e. oil with a density of over 900 kg/m³ at 15° Celsius or
- heavy fuel oil, i.e. fuel oil with a density of over 900 kg/m³ at 15° Celsius, or a kinematics viscosity higher than 180 mm²/s at 50° Celsius or
- asphalt, tar and their emulsions.

Vessels sailing to and from Western European reporting areas should report:

- upon sailing in the reporting area or
- immediately upon departure from a port, terminal or anchoring area within the reporting area or
- when they will deviate from the route towards their original destination port/terminal/anchoring area or position “for orders” transmitted when sailing into the reporting area or
- when a deviation from the planned route is necessary because of bad weather conditions or malfunctioning equipment or a change in the navigational situation or
- when leaving the area for the last time.

Notes:

Vessels do not need to report if, upon passing through, the border of the reporting area is only sporadically crossed, and on other occasions than when first sailing in or out.

When arriving in the WETREP reporting area the vessels must inform the nearest proper authorities. The VTS, RCC and Radio coastal station or other participants to whom the report must be sent are mentioned in supplement 4.

Should the vessel be unable to inform the nearest Radio coastal station or another participant, she should report this to the next nearest radio coastal station or any other participants mentioned in supplement 4.

The reports must be made in the format described in supplement 3. Reports may be made using any modern means of communication, including Inmarsat C, telefax and email as they are described in supplement 4.

Reports may be made free of charge via GMDSS through a RCC of one of the participating countries from supplement 4. Oral reports must contain the obligatory fields including the identification letters. To reduce the amount of reports vessels must make (due to other report systems within the WETREP reporting area, e.g. Caldovrep); vessels may indicate which additional report system they are planning to pass during the transit of WETREP reporting area. This will result in an important reduction of time and additional information in reports of other systems within the WETREP reporting area.

Vessels equipped with INMARSAT C (SES) will be able to send messages via Inmarsat C free of charge if they keep to the following procedures: choose Special Access Code (SAC) 45 only via MRCC Falmouth LES Atlantic Ocean area - east (102); Atlantic Ocean area - west (002) or Indian Ocean (302).

(Note: It is possible that the message will not be received by WETREP if sent via any other LES.)
ANNEX 1. DESCRIPTION OF THE COMPULSORY REPORTING SYSTEM FOR THE WESTERN EUROPEAN PSSA AREA WITH COORDINATES

Description of the area

- The area covers the west coast of the United Kingdom, Ireland, Belgium, France, Spain and Portugal, from the Shetland Islands in the north to cape St-Vincent in the south, and the English Channel and its approaches as indicated in the chart publication of supplement 2.

- The WETREP area is an area bordered by the line that connects the following geographical coordinates (all coordinates are expressed using WGS 84 as reference system):

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>DEGREE OF LATITUDE</th>
<th>DEGREE OF LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (UK)</td>
<td>58°30'N</td>
<td>UK coast</td>
</tr>
<tr>
<td>2 (UK)</td>
<td>58°30'N</td>
<td>000°</td>
</tr>
<tr>
<td>3 (UK)</td>
<td>62°N</td>
<td>000°</td>
</tr>
<tr>
<td>4 (UK)</td>
<td>62°N</td>
<td>003°W</td>
</tr>
<tr>
<td>5 (UK+ Irl)</td>
<td>56°30'N</td>
<td>012°W</td>
</tr>
<tr>
<td>6 (Irl)</td>
<td>54°40'40&quot;.91N</td>
<td>015°W</td>
</tr>
<tr>
<td>7 (Irl)</td>
<td>50°56'45&quot;.36N</td>
<td>015°W</td>
</tr>
<tr>
<td>8 (Irl+UK+F)</td>
<td>48°27'N</td>
<td>006°25'W</td>
</tr>
<tr>
<td>9 (F)</td>
<td>48°27'N</td>
<td>008°W</td>
</tr>
<tr>
<td>10 (F+S)</td>
<td>44°52'N</td>
<td>003°10'W</td>
</tr>
<tr>
<td>11 (S)</td>
<td>44°52'N</td>
<td>010°W</td>
</tr>
<tr>
<td>12 (S)</td>
<td>44°14'N</td>
<td>011°34'W</td>
</tr>
<tr>
<td>13 (S)</td>
<td>42°55'N</td>
<td>012°18'W</td>
</tr>
<tr>
<td>14 (S+P)</td>
<td>41°50'N</td>
<td>011°34'W</td>
</tr>
<tr>
<td>15 (P)</td>
<td>37°N</td>
<td>009°49'W</td>
</tr>
<tr>
<td>16 (P)</td>
<td>36°20'N</td>
<td>009°00'W</td>
</tr>
<tr>
<td>17 (P)</td>
<td>36°20'N</td>
<td>007°47'W</td>
</tr>
<tr>
<td>18 (P)</td>
<td>37°10'N</td>
<td>007°25'W</td>
</tr>
<tr>
<td>19 (B)</td>
<td>51°22'25&quot;N</td>
<td>003°21'52&quot;.5E (border between B and NL)</td>
</tr>
<tr>
<td>20 (UK)</td>
<td>52°12'N</td>
<td>UK east coast</td>
</tr>
<tr>
<td>21 (IRL)</td>
<td>52°10'3N</td>
<td>006°21'8W</td>
</tr>
<tr>
<td>22 (UK)</td>
<td>52°01'52N</td>
<td>005°04'18W</td>
</tr>
<tr>
<td>23 (UK)</td>
<td>54°51'43N</td>
<td>005°08'47W</td>
</tr>
<tr>
<td>24 (UK)</td>
<td>54°40'39N</td>
<td>005°34'34W</td>
</tr>
</tbody>
</table>

Geographical coordinates serving as identification of a PSSA are to be used solely for this purpose and may not be interpreted differently with regard to maritime limits and borders.
ANNEX 2. PSSA CHART - WESTERN EUROPEAN WATERS PARTICULARLY SENSITIVE SEA AREA
(UKHO CHART 4011)
**ANNEX 3. REPORTING FORM (CORRESPONDING WITH IMO RESOLUTION A.851(20))**

Identification system: WETREP

Followed by a two-letter abbreviation for the identification of the report: SP (sailing plan), FR (final report) or DR (deviation report).

Information that must be reported:
A: Vessel identification (vessel name; callsign; IMO identification number and MMSI number)
B: Date/time
C: Position
E: True course
F: Speed
G: Last port
I: Next port and estimated time of arrival
P: Type of oil cargo, quantity, degrees and density
Q: Only in the event of there being shortcomings or insufficiencies in normal navigation
T: Address of the cargo supplier
W: Number of persons aboard
X: Any information applying to these tankers
   • characteristics and estimated quantity of used bunker oil for tankers holding over 5000 tonnes of
     bunker oil
   • Navigational condition (for example making way, under way, difficultly manoeuvrable etc …

**ANNEX 4. VESSEL TRAFFIC SERVICES, RCC, COASTAL RADIO STATION OR OTHER FACILITIES TO WHOM THE REPORTS MUST BE SUBMITTED (GEOGRAPHICAL POSITIONS REFER TO THE WGS 84)**

Position coordinates

**BELGIUM**
MRCC - SAR Ostend: 51°14'N 002°55' E
Tel: +32 59 70 10 00
Tel.: +32 59 70 11 00
Fax: +32 59 70 36 05
VHF: 16, 67
MF: 2182 kHz
MMSI: 00 205 99 81
Email: mrcc@mrcc.be

**FRANCE**
MRCC Gris-Nez: 50°52' N 001°35' E
Tel.: +33 3 21 87 21 87
Fax: +33 3 21 87 78 55
Telex: 130680
Inmarsat-C: 422799256
VHF: 16, 70
MMSI: 002275100

MRCC Corsen: 48°25' N 004°47' W
Tel.: +33 2 98 89 31 31
Fax: +33 2 98 89 65 75
Telex: 940086
Inmarsat-C: Nil
VHF: 16, 70
MMSI: 002275300
IRELAND
MRCC Dublin
Tel: +353 1 6620922/23
Fax: +353 1 6620795
Email: mrccdublin@irishcoastguard.ie
Communications may be sent to MRCC Dublin via:

MRSC Valentia (EIK)  51°56' N 010°21' W
MRSC Malin Head (EJM)  55°22' N 007°21' W

PORTUGAL
MRCC Lisbon:  38° 40' N 009°19' W
Tel: +351 21 4401950, or
+351 21 4401919 (for emergency only)
Fax: +351 21 4401954
Telex: 60747 P
Email: mrcclisboa@netc.pt

SPAIN
MRCC Madrid  40°24' N 003°43' W
Tel: +34 91 7559133
Fax: +34 91 5261440
Telex: +5241210, +5241224
Email: cncc@sasemar.es
MRCC Finisterre:  42°42' N 008°59' W
Tel: +34 981 767500
Fax: +34 981 767740
Telex: +5282268, +5286207
Email: finister@sasemar.es
VHF: 16 & 11
MF: 2182 kHz
MMSI: 002240993
MRCC Bilbao  43°20'.8 N 003°01' W
Tel: +34 944 839286
Fax: +34 944 839161
Email: bilbao@sasemar.es
VHF: 16 & 10
MMSI: 002240996

UNITED KINGDOM
Sea Areas A1 and A3 (See the relevant international radio publications)

MRCC Falmouth (Coordinating Station for the United Kingdom)
Telephone: +011326 317575
Facsimile: +011326 318342
Inmarsat-C on 423200158
Email: falmouthcoastguard@mcga.gov.uk

Source: MDK - afdeling Scheepvaartbegeleiding - IMO SN/Circ.242
1/33E COMMON NAUTICAL MANAGEMENT (GNB-AREA) - REGULATIONS FOR TANKERS THAT REQUIRE A PILOT OR ARE UNDER PILOTAGE

NtM 2018-1/33E cancelled.

Due to the doubt that may have risen regarding which cargo-operations are allowed or not allowed, the previous NtM 2017-01/33E (Bass 023-2016) is replaced.

1. Requirements

1.1. Without the permission of the GNA, tankers may not perform any cargo related operations that may cause gas or vapour from the tanks to be freed into the open air during the voyage within the GNB area, nor while at anchor within the GNB area, with the exception of the anchorages in the approach areas of the pilot stations Steenbank and Wandelaar. Tankers loaded with or empty of liquid gases covered by the I.M.O. Gas Carrier Code, may only carry out the above activities in the anchorage areas Wandelaar and Schouwenbank with the permission of the competent Authorities.

1.2. The drip trays must be empty of cargo residue (in order to avoid the formation of gas from cargo residues).

1.3. On arrival from sea and when approaching the pilot station, and no later than on arrival in the pilot area, the aforementioned activities under art. 1.1 have to be terminated. The drip trays must also be empty of cargo residue, in order to avoid the formation of gas (art. 1.2).

1.4. The port authorities are responsible for enforcing the applicable law within their area.

2. Procedure for inbound tanker vessels when approaching the pilot station in the offshore pilot area

2.1. If a tanker carries out the activities mentioned in art. 1.1, then this has to be reported to the VTS station on the first notification.

2.2. If the vessel is carrying out the activities mentioned under art. 1.1, on the first notification with the VTS station, the tanker will be requested to terminate said activities.

2.3. On the second notification with the VTS station, a confirmation will be requested from the tanker as to whether the activities mentioned under art. 1.1 have been terminated and whether the drip trays are empty from cargo residue.

2.4. If the vessel gives a positive (affirmative) answer, then the tanker will be referred to the pilotage service to be piloted.

2.5. If the vessel replies in the negative, then the vessel will not receive a pilot, but referred to an anchorage near the pilot station, or the vessel must navigate outside the pilotage area in order to complete/terminate its activities. A new pilot order must be made.

2.6. If (after art. 2.5) when putting a pilot on board of the tanker in the pilotage area, the pilot vessel of pilot finds out that gases are still being released by the tanker, then the tanker will not receive a pilot but will be referred to the VTS station and the procedure under art. 2.5 will be implemented.

2.7. These measures will remain in force until the problems have been solved and the tanker is in the aforementioned situation “1. Requirements” and has permission to continue its voyage.
3. Procedure for tankers under pilotage navigating in the GNB area

3.1 During the voyage through the GNB area, a vessel under pilotage may not carry out the activities mentioned under art. 1.1 except with the explicit permission of the GNA.

3.2 If the vessel’s crew or the pilot on board a tanker discovers that gases are escaping from the cargo, then the GNA must immediately be notified through the traffic centre of the VTS area where the tanker is located on the prescribed VHF channel of the MFBI.

3.3 The GNA will take measures after consultation with the respective pilotage service.

3.4 The measures will remain in force until the problems have been solved and the tanker is in the aforementioned situation “1. Requirements” and has permission to continue its voyage.

4. Consequences for tanker that do not comply with the requirements mentioned under art. 1 stated regulations

4.1 The tankers will not receive a pilot at the pilot station and will not be allowed to continue their journey. This may cause tankers to be delayed.

4.2 During the voyage in the GNB area, tankers may be referred to an anchorage (this can also be an anchorage area near one of the pilot stations).

4.3 Previous pilot orders will be charged in accordance with the requirements for Pilotage charging rates.

This notification became into force on 14 April 2017.

Source: GNA Bass 036-2017
1/34A PROCEDURE REPORTS TO THE MRCC IN CASE OF SHIPPING INCIDENTS

On the basis of article 43 of the Decree dated 16 June, 2006 concerning the assistance of shipping on the maritime access fairways and the organization of the Maritime Rescue and Coordination Centre, and the articles 4, 5 and 6 of the Decree of the Flemish Government dated 26 October, 2007 concerning the Maritime Rescue and Coordination Centre, the procedure has been laid down for reporting to the MRCC in case of shipping incidents.

The captain sailing inside the search and rescue area must immediately report to the MRCC, that acts as a permanent reporting point:

1° any drowning person and persons in distress at sea;

2° any accident affecting the safety of the vessel and its crew;
This implies every collision or running aground of his vessel, damage, defect or failure to his vessel, inflowing water or shifting cargo, all hull deficiencies or weakening of the construction, loss of cargo, loss of rescue equipment.

3° any accident affecting the safety of shipping;
Included is every incident, such as deficiencies, which can affect the manoeuvrability or navigability of the vessel, failures to the propulsion system or the steering system, the power sources, the navigation or communication equipment.

4° any situation that can result in the pollution of the waters and the coast;
This is every discharge or risk of discharge of hazardous or polluting substances in sea, every spot of hazardous or polluting substances, containers or packed goods floating in sea that are observed.

5° any substance floating in sea or any object floating in sea which does not belong there.

The incidents must be reported to the MRCC:

a) either on VHF channel 16,

b) or on VHF channel 67,

c) or by telephone at the telephone number +32 (0) 59/70 10 00 or +32 (0) 59/70 11 00.

The search and rescue area includes:

1° the territorial sea;

2° the exclusive economic zone, abbreviated EEZ;

3° the sea area located between the low water line from the coast or from the low water drying heights situated within twelve nautical miles from that low tide line, or from the ends of the permanent harbour constructions which extend beyond the low water line, and the high water line.

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC
1/34B SAR COOPERATION PLANS -
MSC/CIRC. 1079 - BELGIUM

NTM 2018-1/34B cancelled

Passenger vessels who have to comply with MSC/Circ. 1079 “Guidelines for preparing plans for co-operation between search and rescue services and passenger ships” , should forward their SAR Co-operation plans, small corrections and updates to:

Capt. Réjane Gyssens
Nautical Director MRCC Ostend
Maritiemplein 3
8400 Oostende
Belgium
rejane.gyssens@mow.vlaanderen.be

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

1/35 ANCHORING OF DAMAGED VESSELS
AFTER AN INCIDENT

NTM 2018-1/35 cancelled

Vessels that have sustained damage or probable damage following an incident may only continue the voyage to their final destination after receiving permission from the Communal Nautical Authority (GNA), more specifically the Head Traffic Leader of the Water district Western Scheldt and the Nautical Service Chef of the agency for Maritime and Coastal Services. These vessels generally must first anchor at a position designated by the GNA and more specifically the persons, mentioned in the above sentence, where an investigation will take place to establish the nature of the damage.

Source: GNA: GB 03-2005
1. Artillery sectors

There are three different artillery sectors that have been determined as follows:

1. Small sector
   The danger zone is included in a sector with a 2.5 mile radius with the Nieuwpoort lighthouse as its centre, bordered by the bearings 114° from the Nieuwpoort lighthouse and 191° from the former WT of Westende (position 51°10',14 N - 2°46',62 E).

2. Medium sector
   The danger zone is included in a sector with a 7.5 mile radius with the position 51°08',62 N- 2°46',15 E, as its centre, bordered by the same bearings as in 1.

3. Large sector
   The danger zone is included in a sector with a 12 mile radius with the same centre and borders as in 2.

2. Signalization

The following signals will be hoisted to the top of the mast, placed in position 51°09',29 N - 2°44',15 E on 350 m WSW of the water tower of Nieuwpoort. For the artillery exercises that are done:

1. In the small sector
   A square red flag with a red circular signal on top.

2. In the medium sector
   A square red flag with two red circular signals on top.

3. In the large sector
   A square red flag with three red circular signals on top.

The signals will be pulled down during interruptions and after completion of the artillery practice. In addition to that a signalization panel, which is located to the right of the exit of the port shipping lane NIEUWPOORT, will be made visible during artillery practice. The panel will show the following information:

GEVAAR-DANGER
ZEEWAARTE SCHIETOEFENINGEN
(SEAWARD ARTILLERY PRACTICE)
INFO VHF 67 C/5SN

SN (Sierra November) is the callsign of the artillery sector NIEUWPOORT and the working frequency is VHF-CHANNEL 67. The radio station is manned during artillery practice between 0800 h and 1530 h. At the end of the artillery practice the text on the panel will be made invisible.

Source: Ministerie van Defensie - Nieuwpoort
1/36B NIEUWPOORT:
SEAWARD ARTILLERY PRACTICE -
SMALL, MEDIUM AND LARGE SECTORS

NtM 2018-1/36B cancelled

Normally speaking NO artillery practice is planned on air and/or sea targets and shipping is free:
• on ALL Saturdays, Sundays and legal holidays
• from 24 December 2018 until and including 06 January 2019
• from 04 March until and including 08 March 2019
• from 08 April until and including 22 April 2019
• 01 May 2019
• from 30 May until and including 31 May 2019
• 10 June 2019
• from 15 June until and including 15 September 2019
• from 28 October until and including 01 November 2019
• 11 November 2019
• 15 November 2019
• from 25 December 2019 until and including 05 January 2020

For the daily details of the schedule of the artillery practice, outside the periods listed here above, shipping is requested to consult the MSI of the MRCC Ostend. All shipping activity is prohibited in the activated sector during artillery practice.

To improve the information towards the various users (pleasure shipping, sailing clubs, fishing, etc.) the Ministry of Defence will make more detailed information concerning the actual use of the sectors and the limitations on shipping that follow from it available on the website:
www.mil.be
then click on “operaties & oefeningen” - “oefeningen” -“zeewaartse schietoefeningen”
(http://www.mil.be/nl/zeewaartse-schietoefeningen)

This information will be updated on a daily basis.
It is also possible to contact the artillery sector in Nieuwpoort telephonically at number: +32 (0)2 44 23 726.

Source: Ministerie van Defensie - Nieuwpoort
1/37 NORTH SEA: BELGIAN NATIONAL EXERCISES AREA FOR MARINE VESSELS

NtM 2018-1/37 cancelled

From 1 January until 31 December, exercises can be carried out by the marine vessels inside an area bounded by the following points:

- 51°26.75'N - 2°21.00'E
- 51°26.75'N - 2°48.00'E
- 51°36.00'N - 2°48.00'E
- 51°40.00'N - 2°42.00'E
- 51°40.00'N - 2°34.00'E

Further notices will inform about the detailed schedules as well as about the type of these exercises.

Source: Ministerie van Defensie - Marinecomponent
1/38 ZONE FOR DETONATING WAR AMMUNITION AND PRACTICE MINES NORTHEAST OF THE ANCHORAGE AREA WESTHINDER

NtM 2018-1/38 cancelled

As from 2012 an area has been set with as its centre 51°29',07 N - 2°49',92 E and a radius of 3,2 NM for detonating old war and practice mines.
This area is used all year long by different types of vessels of the Belgian Navy component for detonating at sea of old war mines and practice mines that have been found by own navy vessels or by fishing and dredging vessels.
The frequency of these detonations varies between 15 and 20 explosions a year. If necessary detonating may be done in other areas as well. BaZ 1/10 determines the procedures for this.
Note: the shipping movements mainly consist of mine sweeping vessels and high sea towing vessels and their respective RHIB’s and diving teams as well as those vessels that make use of the practice zone in art. 1/39 point 1.

Source: Ministerie van Defensie - Marinecomponent
Within the framework of practicing areas for mine laying and mine sweeping in the North Sea, the Channel and the waters surrounding the British Isles, following zones are situated on the Belgian Continental Flat:

1. **Zone NB-01 (Westhinder)**
   - 51°28',85 N - 2°44',92 E
   - 51°26',75 N - 2°44',92 E
   - 51°26',75 N - 2°35',52 E
   - 51°28',85 N - 2°35',52 E

   This area is used throughout the entire year by different types of vessels of the Belgian Navy for individual or group practice.

   The area is used in particular by mine sweeping vessels as deep water zone for the use of sonar, remotely controlled underwater vehicles and divers.

   Note: most vessel movements will extend themselves to the area described under article 1/38.

2. **Zone NBH-10 (Wenduine)**
   - 51°21',00N - 002°57',10 E
   - 51°21',00N - 003°00',70 E
   - 51°18',70N - 002°55',80 E
   - 51°19',80N - 002°55',80 E
   - 51°19',80N - 002°54',50 E
   - 51°19',80N - 002°54',50 E

   This area is used throughout the entire year by the minesweeping vessels of the Belgian Navy as well as those of other navies for mine sweeping practice. The area is particularly used by mine sweeping vessels as shallow water zone for the use of sonar, remotely controlled underwater vehicles and divers. Lastly, the area is also used as a testing and evaluation zone for mine detection systems.

   Note: because of manoeuvrability characteristics and weather conditions the vessel movements will practically speaking extend themselves to a slightly wider area, situated between the approach of the port of Oostende and the Wenduine Bank.

3. **Zone QZR 040**
   - 51°15',12 N 2°27',61 E
   - 51°17',21 N 2°29',23 E
   - 51°18',51 N 2°31',83 E
   - 51°19',60 N 2°33',60 E
   - 51°19',34 N 2°34',72 E
   - 51°18',13 N 2°32',43 E
   - 51°16',79 N 2°29',77 E
   - 51°16',89 N 2°28',39 E

   This area is issued as permanent practice area for NMCM-training.

4. **Zone Outer Ratel**
   - 51°16',20N  2°30',40E
   - 51°17',00N 2°29',50E
   - 51°18',30N 2°32',10E
   - 51°17',50N 2°33',10E

   This area is issued as permanent practice area for NMCM-training.

Source: Ministerie van Defensie – Marinecomponent
1/40 DIVING AT SEA: PROCEDURES

1. The procedures mentioned in this message apply to all vessels with the exception of military vessels, but including pleasure boats and vessels for professional purposes; that have divers aboard, including recreational divers and professional divers, who wish to enter waters under Belgian sovereignty, the territorial sea and the Exclusive Economic Zone. The regulations in this message remain in full force, the other international, national or local regulations that apply notwithstanding. Military vessels must comply with the provisions contained in paragraph 8.

2. The reports mentioned in this message must be addressed to the MRCC. The reports will happen:
   • either on VHF, channel 67,
   • or telephonically, on the number +32 (0) 59/34 10 20.

3. The vessel must report to the MRCC before sailing from port, or, if necessary, before entering the waters that fall under Belgian sovereignty:
   1° the name of the vessel;
   2° whether the vessel is sailing or sailing out with divers aboard;
   3° the number of divers aboard;
   4° the diving area.

4. When arriving at the diving area, the vessel must report:
   1° that the ship has arrived;
   2° how many divers will enter the water;
   3° the expected time that each diver will spend in the water.

5. Upon ending the diving activities the vessel will report that all divers are back aboard.

6. In the event of successive diving sessions the abovementioned instructions must be followed for every diving session.

7. The vessel will report when the diving activity has ended.

8. For diving activities which are planned in beaconed fairways or approaches, at least three weeks in advance, an authorization should be requested to the nautical service chief of the MRCC. If an authorization is granted for diving operations in beaconed fairways or approaches, conditions thereto may be impose.

9. According to article 4 of the Royal Decree of 21 September 2016 concerning the regulatory measures for the protection of the underwater cultural heritage, every dive to a historical wreck must be reported at least 4 hours beforehand to the FOD Mobiliteit en Vervoer. The electronic registration form can be found on https://es.mobilit.fgov.be/duiken-register/#/duiken. This notice is additional to the prior provisions for diving at sea.

Source: MDK - afdeling Scheepvaartbegeleiding; FOD Mobiliteit
1/41 BELGIAN TERRITORIAL SEA - CONTINENTAL SHELF - EXCLUSIVE ECONOMIC ZONE: DISCOVERIES AT SEA

NTM 2018-1/41 cancelled

From 1st of June 2014, it is mandatory to report discoveries at sea to the Governor of West-Vlaanderen via gouverneur@west-vlaanderen.be or via the website www.vondsteninzee.be.

It involves all the discoveries of which it can be presumed to be underwater cultural heritage. It concerns all discoveries, regardless of the age, in the Belgian territorial sea and all discoveries that are underwater for more than 100 years in the Belgian Continental shelf and the Belgian Exclusive Economic Zone.

<table>
<thead>
<tr>
<th>Underwater Cultural Heritage</th>
<th>Position</th>
<th>Protective measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>West-Hinder</td>
<td>51°22,878’N 002°27,134’E</td>
<td>- 15m around wreck: line fishing, anchoring and dredging prohibited</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- 40m around wreck: trawl fishing prohibited</td>
</tr>
<tr>
<td>HMS Wakeful</td>
<td>51°22,730’N 002°43,360’E and 51°22,711’N 002°43,350’E</td>
<td>-</td>
</tr>
<tr>
<td>Rests wooden vessel</td>
<td>51°14,779’N 002°55,383’E</td>
<td>20m around wreck: anchoring and dredging prohibited</td>
</tr>
<tr>
<td>Wreck site at Buiten Ratel sandbank</td>
<td>51°14,432’N 002°30,191’E</td>
<td>12,5m around wreck: anchoring and dredging prohibited</td>
</tr>
<tr>
<td>HMS Brilliant</td>
<td>51°15,200’N 002°56,721’E</td>
<td>35m around wreck: line fishing, anchoring and dredging prohibited</td>
</tr>
<tr>
<td>SS Kilmore</td>
<td>51°23,730’N 002°29,790’E</td>
<td>45m around wreck: line fishing, anchoring and dredging prohibited</td>
</tr>
<tr>
<td>U-11</td>
<td>51°20,550’N 002°52,075’E</td>
<td>- 30m around wreck: line fishing, anchoring and dredging prohibited</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- 30m around wreck: trawl fishing prohibited</td>
</tr>
<tr>
<td>'t Vliegent Hart</td>
<td>51°29,519’N 003°06,873’E</td>
<td>15m around wreck: anchoring and dredging prohibited</td>
</tr>
<tr>
<td>Torpilleur Branlebas</td>
<td>51°13,007’N 002°37,707’E</td>
<td>15m around wreck: trawl fishing prohibited</td>
</tr>
<tr>
<td>H.M. Motor Launch S61</td>
<td>51°13,820’N 002°52,873’E</td>
<td>10m around wreck: trawl fishing prohibited</td>
</tr>
<tr>
<td>UB-29</td>
<td>51°22,898’N 002°37,214’E</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: Kabinet gouverneur West-Vlaanderen
Notice to pleasure boats coming from or departing to a third (non-Schengen) country

1. Pursuant to Articles 5,8,19 and sections 3.2.5 and 3.2.6 of Annex VI of Regulation (EU)2016/399 of the European Parliament and the Council concerning a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code), pleasure boats coming from a third country (non-Schengen):

   a. must enter a port designated as a border crossing point: Antwerp, Ostend, Zeebrugge, Nieuwpoort, Ghent or Blankenberge. Entry must occur during the opening hours of the border crossing point;

   b. must upon arrival immediately report to the border crossing point of the authority responsible for maritime border control, i.e. the Shipping Police (see Annex 1 for contact information and opening hours) and hand over a document containing all the technical characteristics of the vessel and the names of the persons on board, formatted according to the attached template (see Annex 2);

   c. must keep one certified copy of the document referred to under (b) among the ship's papers as long as the vessel remains in the territorial waters of one of the Schengen Member States;

2. Pleasure boats departing to a third country (non-Schengen), have to report at the border crossing post of the Shipping Police of the departure harbor and to hand over the document mentioned under 1(b).

3. A pleasure boat coming from a third country may enter a port designated as a border crossing point outside the indicated opening hours, but only with the express authorisation of the Shipping Police.

   The provisions listed under 1 (b, c and 2) are fully applicable.

By way of derogation from Article 1, a pleasure boat coming from a third country may, due to exceptional circumstances, enter a port that is not designated as a border crossing point. In such case, the persons on board this vessel shall notify the port authorities so that they may be authorised to enter that port. In this particular case, ‘port authorities’ refers to the Harbour Master's Offices (see BaZ article 1/12A of this edition for contact information) and, by way of delegation, the persons in charge of the yacht clubs (www.waterrecreatie.be/html/jachthavengids.php). The port authorities report the vessel’s arrival to the nearest border crossing point of the Shipping Police. The declaration regarding the passengers is made by lodging the document referred to under 1 (b) with the port authorities. This document is made available to the border crossing point of the Shipping Police no later than the time of arrival.

4. If for reasons of force majeure the pleasure boat coming from a third country must dock in a port that is not a border crossing point, the port authorities shall immediately report the vessel’s presence to the nearest border crossing point of the Shipping Police and shall make the document referred to under 1 (b) available to the Shipping Police.

5. According to Regulation (EU) 2017/458 of the European Parliament and the Council of 15.03.2017, (also) all people wishing to board on or to disembark a pleasure craft, going to or coming from a third state, must report themselves on their own at the border crossing station of the Shipping Police. They must there, during the opening hours listed in Annex 1, fulfill the necessary formalities before either continuing to travel in the Schengen area or leaving the pleasure craft concerned.

6. Any changes regarding the passengers or the technical characteristics of the pleasure boat must be reported immediately to the border crossing point of the Shipping Police.

Source: Scheepvaart Politie
<table>
<thead>
<tr>
<th>Border post</th>
<th>Open</th>
<th>Adress</th>
<th>Tel.</th>
<th>Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antwerp</td>
<td>24/7</td>
<td>SPN Antwerpen Kruisschans Kauwenstein 8 2040 Antwerpen</td>
<td>+3235460730</td>
<td>+3235410730</td>
<td><a href="mailto:DGA.SPN.ANTWERPEN.BCP@police.belgium.eu">DGA.SPN.ANTWERPEN.BCP@police.belgium.eu</a></td>
</tr>
<tr>
<td>Ghent</td>
<td>24/7</td>
<td>SPN Gent Langerbruggestraat 116 havennr. 1110A 9000 Gent</td>
<td>+3292555140</td>
<td>+3292513490</td>
<td><a href="mailto:DGA.SPN.GENT.BCP@police.belgium.eu">DGA.SPN.GENT.BCP@police.belgium.eu</a></td>
</tr>
<tr>
<td>Ostend (operating Nieuwpoort outside the opening hours)</td>
<td>24/7</td>
<td>SPN Oostende Natiënkaai 5 8400 Oostende</td>
<td>+3259561530</td>
<td>+3259561559</td>
<td><a href="mailto:DGA.SPN.KUST.BCPNO@police.belgium.eu">DGA.SPN.KUST.BCPNO@police.belgium.eu</a></td>
</tr>
<tr>
<td>Zeebrugge (operating Blankenberge outside the opening hours)</td>
<td>24/7</td>
<td>SPN Zeebrugge Veerbootstraat 1 8380 Zeebrugge</td>
<td>+3250556040</td>
<td>+3250556043</td>
<td><a href="mailto:DGA.SPN.KUST.BCPZB@police.belgium.eu">DGA.SPN.KUST.BCPZB@police.belgium.eu</a></td>
</tr>
<tr>
<td>Nieuwpoort (via Oostende outside the opening hours)</td>
<td>07-19</td>
<td>SPN Nieuwpoort Watersportlaan 13 8620 Nieuwpoort (Piramide)</td>
<td>+3258224030</td>
<td>+3258224033</td>
<td><a href="mailto:DGA.SPN.KUST.BCPNO@police.belgium.eu">DGA.SPN.KUST.BCPNO@police.belgium.eu</a></td>
</tr>
<tr>
<td>Blankenberge (via Zeebrugge outside the opening hours)</td>
<td>Contact +3250556040</td>
<td>Kustlaan 118 8380 Zeebrugge</td>
<td>+3250544007</td>
<td>+3250547629</td>
<td><a href="mailto:DGA.SPN.KUST.BCPZB@police.belgium.eu">DGA.SPN.KUST.BCPZB@police.belgium.eu</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>If contact point above cannot be reached, contact:</td>
</tr>
<tr>
<td>Maritime Information Centre</td>
<td>24/7</td>
<td>SPN MIK Graaf Jansdijk 1 8380 Zeebrugge</td>
<td>+3250368103</td>
<td>+3224439658</td>
<td><a href="mailto:dga.spn.mike@police.belgium.eu">dga.spn.mike@police.belgium.eu</a></td>
</tr>
</tbody>
</table>
## Controleformulier Schengen

### Plezierhaven België

#### Aankomst

<table>
<thead>
<tr>
<th>Datum/Date:</th>
<th>Naam vaartuig:</th>
<th>Thuishaven:</th>
<th>Nationaliteit:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Name of ship:</td>
<td>Port of registry:</td>
<td>Nationality:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vlaggebief Nr:</th>
<th>Komende van:</th>
<th>Bestemming:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration Nr:</td>
<td>Port arrived from:</td>
<td>Port of destination:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>*CIN:</th>
<th>Merk vaartuig:</th>
<th>Type:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Make of ship:</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Diepgang:</th>
<th>Lengte:</th>
<th>Breedte:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lenght:</td>
<td>Width:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Naam en adres van de eigenaar(s):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full name and address of owner(s):</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Kleur boven/ onder:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color above/ below:</td>
</tr>
</tbody>
</table>

#### Bemanning/crew

<table>
<thead>
<tr>
<th>Familienaam</th>
<th>Voornaam</th>
<th>Geboorteplaats</th>
<th>Datum</th>
<th>Nationaliteit</th>
<th>Aard en Nr. ID document</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family name</td>
<td>Given name</td>
<td>Place of birth</td>
<td>Date of birth</td>
<td>Nationality</td>
<td>Nature and Nr. ID document</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Naam en handtekening schipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name and signature skipper</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Datum / Tijd / plaats controle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date / time / place control</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stempel sectie SPN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stamp section Ma RP</td>
</tr>
</tbody>
</table>
ZONE OF THE GNB (COMMON NAUTICAL MANAGEMENT) - PILOT PROJECT: ‘PILOT VIRTUAL AIDS TO NAVIGATION’

NTM 2018-1/43 cancelled

A pilot project, ‘Virtual Aids to Navigation’ is started.

The Virtual Aids to Navigation (AtoN’s):
The virtual buoyage is only used where physical buoyage is not possible because of the environment properties, for example, steep sidewalls and/or strong current, or for temporarily occasional purposes.

Virtual Aids to Navigation:
Means that there is no physical marking but only an AIS-symbol!

Virtual marking on navigation equipment:
This marking is projected by AIS on the navigation equipment (ECDIS, radar or computer). The S-52 symbol is displayed on the screen.
In the AIS information, the name of the buoy, the type and the position are shown.

Example AIS info (from OpenCPN)  S-52 AIS buoy symbol

Virtual marking on ENC’s and paper charts:
In the electronic charts, there are no symbols charted to avoid confusion with the physical marking. In the regional ENC’s, a help line between the AtoN’s will be displayed during the pilot project. In the paper charts, a virtual buoyage with special symbols issued by the IHO (International Hydrographic Organisation) is charted (see below).

Further details relating to the virtual Aids to Navigation will be announced by Bass notices.

Source: GNA: Bass 073-2014
1. Area

The Reporting System covers a 65 n mile stretch of the Dover Strait/Pas-de-Calais and is bounded by a line drawn from North Foreland to the border between France and Belgium, and by a line drawn from the Royal Sovereign Tower, through the Bassurelle Lt buoy (50°32'·80N 00°57'·80E) to the coast of France.

2. Description

1. CALDOVREP is a Mandatory Reporting System under SOLAS Regulation V/11.

2. Shore based facilities at Gris-Nez Trafic (France) and Dover Coastguard (UK) are able to monitor shipping movements and provide improved advice and information about navigational hazards and weather conditions.

3. Contact details

Northeastbound vessels
   Call:       Gris-Nez Trafic
   VHF Channel: Ch 13

Southwestbound vessels
   Call:       Dover Coastguard
   VHF Channel: Ch 11

4. Hours

24H
5. Procedure

1. All vessels of 300 gt and over are required to participate in the Reporting System.

2. Vessels of less than 300 gt should continue to make reports to the MAREP voluntary reporting system in circumstances where they:
   a. Are not under command or at anchor in the TSS or its ITZs
   b. Are restricted in their ability to manoeuvre
   c. Have defective navigational aids

3. **Northeastbound traffic should report to Gris-Nez Trafic** 2 n miles prior to crossing the southerly reporting line.

4. **Southwestbound traffic should report to Dover Coastguard** when within VHF range of North Foreland and not later than when crossing the northerly reporting line.

5. Reports to the nearest of the two shore stations should be made on departure from a port within the ITZs of the TSS.

6. Special reporting arrangements can be made on a ship-by-ship basis, subject to approval of both Gris-Nez Trafic and Dover Coastguard.

7. Reports should be made using VHF voice transmissions. However, when reporting to Dover Coastguard, vessels may fulfil the reporting requirements of CALDOVREP through the use of AIS.

8. The report from a vessel to the Reporting System should contain only information which is essential to achieve the objectives of the System, i.e:

<table>
<thead>
<tr>
<th>ID</th>
<th>Information Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Vessel’s name, call sign, IMO identification or MMSI number for transponder reports</td>
</tr>
<tr>
<td>B</td>
<td>Date and time</td>
</tr>
<tr>
<td>C or D</td>
<td>Position in lat/long or true bearing and distance from a clearly identified landmark</td>
</tr>
<tr>
<td>E</td>
<td>True course</td>
</tr>
<tr>
<td>F</td>
<td>Speed</td>
</tr>
<tr>
<td>G</td>
<td>Port of departure</td>
</tr>
<tr>
<td>I</td>
<td>Port of destination and ETA</td>
</tr>
<tr>
<td>O</td>
<td>Draught</td>
</tr>
<tr>
<td>P</td>
<td>Cargo and, if dangerous goods on board, IMO quantity and class</td>
</tr>
<tr>
<td>Q or R</td>
<td>Defect, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the SOLAS and MARPOL Conventions</td>
</tr>
<tr>
<td>T</td>
<td>Address for provision of information concerning a cargo of dangerous goods</td>
</tr>
<tr>
<td>W</td>
<td>Number of persons on board</td>
</tr>
</tbody>
</table>
| X  | Miscellaneous:
   1. Estimated quantity of bunker fuel and characteristics for vessels carrying over 5000 tonnes bunker fuel
   2. Navigation conditions |

9. Vessels having defects affecting operational safety, in addition to reporting such defects through the CALDOVREP system or by participating in the MAREP system, should take appropriate measures to overcome those defects before entering the Dover Strait.
6. Information

1. Both Gris-Nez and Dover monitor shipping in the TSS in the Dover Strait/Pas-de-Calais using radar and each provides regular information about weather and navigational hazards as part of the joint Channel Navigation Information Service (CNIS). Information is broadcast at the following times and on the following frequencies:

<table>
<thead>
<tr>
<th>Station</th>
<th>VHF Channel</th>
<th>Times</th>
<th>Additional broadcasts in times of poor visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gris-Nez Trafic</td>
<td>79</td>
<td>H+10</td>
<td>H+25</td>
</tr>
<tr>
<td>Dover Coastguard</td>
<td>11</td>
<td>H+40</td>
<td>H+55</td>
</tr>
</tbody>
</table>

2. Information broadcasts from both stations will end with a reminder regarding the time of the next broadcast and the VHF frequency on which it will be made.

3. All vessels navigating in the English Channel and the Dover Strait are recommended to make use of the information broadcasts made by the information services operated by the Governments of the United Kingdom and France, and to keep watch on VHF as appropriate, as set out in the CALDOVREP and MAREP systems.

Note:
Vessels using CALDOVREP are tracked by radar and AIS, as are those contravening the Regulations for Prevention of Collisions at Sea 1972 (as amended), and their course and speed broadcast. Offenders are reported to their Flag States for action to be taken in accordance with IMO Resolution A432(XI).

Source: UKHO: “List Radio Signals: NP 286(11) 2018/19” - © British Crown Copyright 2015. All rights reserved
FRANCE - PORT OF DUNKERQUE: VESSEL TRAFFIC SERVICE (VTS)

NtM 2018-1/44B cancelled

1. Area

The Dunkerque VTS Area is bounded by the following positions:

- 51°00'·60N 2°07'·10E
- 51°01'·90N 2°07'·10E
- 51°01'·90N 1°57'·20E
- 51°01'·64N 1°50'·44E
- 51°01'·00N 1°48'·33E (RCA Lt buoy)
- 51°01'·00N 1°45'·84E (RCW Lt buoy)
- 50°59'·95N 1°44'·10E
- 51°00'·95N 1°42'·32E
- 51°04'·90N 1°48'·10E
- 51°05'·40N 1°50'·40E
- 51°09'·90N 2°09'·90E
- 51°04'·70N 2°22'·30E
- 51°04'·50N 2°23'·40E
- 51°05'·30N 2°28'·10E
- 51°07'·90N 2°30'·50E
- 51°07'·10N 2°31'·20E
- 51°06'·40N 2°31'·20E
- 51°04'·80N 2°28'·70E
- 51°03'·60N 2°21'·20E
(end of the E jetty of the E port)

2. Description

1. Dunkerque VTS provides an Information Service and a Navigation Assistance Service, and also provides traffic regulation and planning in the port area.

2. The Dunkerque VTS comprises a main centre, Dunkerque VTS and a secondary centre, Dunkerque Ouest, which is more particularly concerned with vessels heading to or from Port Ouest.

3. Contact details

Dunkerque
Call: Dunkerque VTS
VHF Channel: Ch 16 73
Telephone: +33(0)3 28287603
+33(0)3 28287589 (Maritime traffic controller)
Fax: +33(0)3 28287597
E-mail: harbourmaster@portdedunkerque.fr

Dunkerque West
Telephone: +33(0)3 28287604

4. Hours

24H

NtM 2019-01
5. Procedure

1. Whilst & route between the Dover Strait TSS and the regulated zones of the Dunkerque VTS area, vessels subject to the SURNAV system should maintain a continuous watch with Gris-Nez Trafic on VHF Ch 13 and with Dunkerque VTS on VHF Ch 73.

2. All vessels in the regulated shipping zone, access channels, the discharge area and the dredging dumping ground are to maintain a continuous listening watch on VHF Ch 73.

3. Notice of ETA: Vessels must advise their ETA at least 48h in advance via agent. The 12h ETA message addressed to the pilotage office must also be sent to the Hr Mr.

4. Vessels must contact Dunkerque VTS on VHF Ch 73 at least 2h before entering the VTS area, and on request, provide the following information:
   a. ETA at Dyck Lt buoy, at EI2 Lt buoy, at Rade de Dunkerque Est, or at a proposed point of entry to the channel
   b. Draught
   c. Damage or deficiencies affecting the vessel or cargo
   d. If necessary, ISPS notification

5. After agreement with the Pilots, Dunkerque VTS will provide:
   a. Direction for entry, transit and anchorage instructions
   b. Wind conditions
   c. If necessary, any defects concerning buoyage and aids to navigation
   d. Any abnormal situations

6. Non-Piloted vessels should contact Dunkerque VTS for entering Port Est and Dunkerque West for entering Port Ouest 1h prior to entering the VTS area to transmit the following information:
   a. Any deficiencies
   b. Maximum draught
   c. ETA at the jetties
   d. Request for boatmen

7. Vessels approaching from the W should contact Dunkerque West on passing DW10 Lt buoy.

8. Vessels approaching from the E heading to Port Ouest must report their position to Dunkerque VTS and to Dunkerque West on passing DW24 Lt buoy. The latter then takes over from Dunkerque VTS.

9. Vessels 300 gt and over entering the area of the VTS must make contact with Dunkerque VTS on VHF Ch 73 and the Dunkerque Pilot Station on VHF Ch 72.

10. When in the area of the VTS vessels must:
   a. Keep a continuous radio watch on VHF Ch 73
   b. Communicate in French or English
   c. Report any instances of emergency, collision, grounding, fire or any situation affecting vessels manoeuvrability or any environmentally hazardous situation

11. LNG Vessels:
   a. In addition to the above procedures, LNG vessels must advise ETA at Dyck Lt buoy via the agents to the Hr Mr:
      (i) On departure from the port of loading, and
      (ii) Provide details of any amended plans at least 4h in advance of arrival and then every 24h thereafter via the agents
   b. Vessels must advise ETA at Dyck Lt buoy 48h in advance to Hr Mr’s Office and the Pilots directly by e-mail or telephone confirming ETA 12h in advance to the agent, Hr Mr, Pilots and terminal.
   c. Vessels must contact Dunkerque VTS on VHF Ch 73 and Pilotes Dunkerque on VHF Ch 72, 2h before arrival at the Pilot boarding position.

Note:
Radar coverage of an area extending 45 n miles from sites at Gris-Nez, Calais, Dunkerque Ouest, Dunes and Dunkerque Est, is provided by Dunkerque VTS.

Source: UKHO: “List Radio Signals: NP 286(I) 2018/19” - © British Crown Copyright 2015. All rights reserved
### INDEX ABBREVIATIONS

The most important abbreviations used in the BaZ (for the abbreviations on the charts we refer you to the brochure “Signs and Abbreviations”):

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAN</td>
<td>Avis aux Navigateurs</td>
</tr>
<tr>
<td>ACC</td>
<td>Antwerp Coordination Centre</td>
</tr>
<tr>
<td>ADNR</td>
<td>Accord européen relatif au transport international des marchandises dangereuses par voie de navigation du Rhin</td>
</tr>
<tr>
<td>AIS</td>
<td>Automatic Identification System</td>
</tr>
<tr>
<td>art</td>
<td>article</td>
</tr>
<tr>
<td>AWNIS</td>
<td>Allied Worldwide Navigation Information System</td>
</tr>
<tr>
<td>BA</td>
<td>Competent Authority</td>
</tr>
<tr>
<td>BaZ</td>
<td>Berichten aan Zeevarenden (Notices to Mariners)</td>
</tr>
<tr>
<td>BB</td>
<td>Port</td>
</tr>
<tr>
<td>BEMTAR</td>
<td>Belgian Maritime Threat Awareness and Reporting</td>
</tr>
<tr>
<td>blz</td>
<td>bladzijde(n); page(s)</td>
</tr>
<tr>
<td>bps</td>
<td>baud per seconde</td>
</tr>
<tr>
<td>Br</td>
<td>British</td>
</tr>
<tr>
<td>BS</td>
<td>Belgian Statute Book</td>
</tr>
<tr>
<td>BTV</td>
<td>Bezwaar Tot Vervolg (Suspension to Proceed)</td>
</tr>
<tr>
<td>CALDOVREP</td>
<td>Calais Dover Reporting system</td>
</tr>
<tr>
<td>Cdt</td>
<td>Commandant</td>
</tr>
<tr>
<td>CHW</td>
<td>Centrale Hansweert</td>
</tr>
<tr>
<td>cil</td>
<td>cylinder</td>
</tr>
<tr>
<td>cm</td>
<td>centimeter</td>
</tr>
<tr>
<td>CTN</td>
<td>Traffic Control Terneuzen</td>
</tr>
<tr>
<td>CVL</td>
<td>Traffic Control Flushing</td>
</tr>
<tr>
<td>CZB</td>
<td>Centrale Zeebrugge</td>
</tr>
<tr>
<td>CZV</td>
<td>Traffic Control Zandvliet</td>
</tr>
<tr>
<td>DGNSS</td>
<td>Differential Global Navigation Satellite System</td>
</tr>
<tr>
<td>DGPS</td>
<td>Differential Global Positioning System</td>
</tr>
<tr>
<td>Dir.</td>
<td>director</td>
</tr>
<tr>
<td>dm</td>
<td>decimeter</td>
</tr>
<tr>
<td>DSC</td>
<td>Digital Selective Call</td>
</tr>
<tr>
<td>E</td>
<td>east(ern)</td>
</tr>
<tr>
<td>ECDIS</td>
<td>Electronic Chart Display and Information System</td>
</tr>
<tr>
<td>ECS</td>
<td>Electronic Chart System</td>
</tr>
<tr>
<td>ED50</td>
<td>European Datum 1950</td>
</tr>
<tr>
<td>EEZ</td>
<td>Exclusief Economische Zone</td>
</tr>
<tr>
<td>ENC</td>
<td>Electronic navigational chart</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated time of arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated time of departure</td>
</tr>
<tr>
<td>ETS</td>
<td>Estimated time of sailing</td>
</tr>
<tr>
<td>GB</td>
<td>Gemeenschappelijke bekendmaking (Common Announcement)</td>
</tr>
<tr>
<td>gem.</td>
<td>average</td>
</tr>
<tr>
<td>GHA</td>
<td>Gemeentelijk Havenbedrijf Antwerpen (Port of Antwerp)</td>
</tr>
<tr>
<td>GLLWS</td>
<td>Mean Lower Low Water Springs (MLLWS)</td>
</tr>
<tr>
<td>GMDSS</td>
<td>Global Maritime Distress Safety System</td>
</tr>
<tr>
<td>GMT</td>
<td>Greenwich Mean Time</td>
</tr>
<tr>
<td>GNA</td>
<td>Gemeenschappelijke Nautische Autoriteit (Common Nautical Authority)</td>
</tr>
<tr>
<td>GNB</td>
<td>Gemeenschappelijk Nautisch Beheer (Common Nautical Management)</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>Gr</td>
<td>Greenwich</td>
</tr>
<tr>
<td>h</td>
<td>hour</td>
</tr>
<tr>
<td>H</td>
<td>Mean Lower Low Water Springs</td>
</tr>
<tr>
<td>HDGE</td>
<td>Havendienst Gent (Port of Ghent)</td>
</tr>
<tr>
<td>HDTN</td>
<td>Havendienst Terneuzen (Port of Terneuzen)</td>
</tr>
<tr>
<td>Hor</td>
<td>horizontal</td>
</tr>
<tr>
<td>HW</td>
<td>High Water</td>
</tr>
<tr>
<td>HWS</td>
<td>High Water Springs</td>
</tr>
<tr>
<td>Hyd</td>
<td>hydrography</td>
</tr>
<tr>
<td>IALA</td>
<td>International Association of Lighthouse Authorities</td>
</tr>
<tr>
<td>ICS</td>
<td>International Chamber of Shipping</td>
</tr>
<tr>
<td>IHO</td>
<td>International Hydrographic Organisation</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organisation</td>
</tr>
<tr>
<td>INS</td>
<td>Information Service</td>
</tr>
<tr>
<td>INT</td>
<td>international</td>
</tr>
<tr>
<td>ISPS</td>
<td>International Ship and Port Facility Security</td>
</tr>
<tr>
<td>ITZ</td>
<td>International Traffic Zone</td>
</tr>
<tr>
<td>K</td>
<td>canal</td>
</tr>
<tr>
<td>kard</td>
<td>cardinal</td>
</tr>
<tr>
<td>KB</td>
<td>Koninklijk Besluit (Royal Resolution)</td>
</tr>
<tr>
<td>kHz</td>
<td>kilohertz</td>
</tr>
<tr>
<td>km</td>
<td>kilometer</td>
</tr>
<tr>
<td>krt(n)</td>
<td>chart(s)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>LAT</td>
<td>Lowest Astronomical Tide</td>
</tr>
<tr>
<td>lat</td>
<td>lateral</td>
</tr>
<tr>
<td>Ldw</td>
<td>Loodswezen (Pilotage Services)</td>
</tr>
<tr>
<td>LES</td>
<td>Land Earth Station</td>
</tr>
<tr>
<td>LI</td>
<td>list of lights</td>
</tr>
<tr>
<td>LLWS</td>
<td>Lowest Low water Springs</td>
</tr>
<tr>
<td>LNG</td>
<td>Liquifed Natural Gas</td>
</tr>
<tr>
<td>LOA</td>
<td>length over all; remote pilotage</td>
</tr>
<tr>
<td>LPG</td>
<td>Liquifed Petroleum Gas</td>
</tr>
<tr>
<td>LT</td>
<td>local time</td>
</tr>
<tr>
<td>LW</td>
<td>Low Water</td>
</tr>
<tr>
<td>LWS</td>
<td>Low Water Springs</td>
</tr>
<tr>
<td>m</td>
<td>meter</td>
</tr>
<tr>
<td>MARPOL</td>
<td>International Convention for the Prevention of Pollution from Ships</td>
</tr>
<tr>
<td>MB</td>
<td>Ministerial Resolution</td>
</tr>
<tr>
<td>MBZ</td>
<td>Maatschappij van de Brugse Zeevaartinrichtingen (Port of Zeebruges)</td>
</tr>
<tr>
<td>MDK</td>
<td>Agency for Maritime Services and Coast</td>
</tr>
<tr>
<td>MET</td>
<td>Central European Time (CET)</td>
</tr>
<tr>
<td>MFBI</td>
<td>MariFoon Blok Indeling</td>
</tr>
<tr>
<td>MHz</td>
<td>Megahertz</td>
</tr>
<tr>
<td>MMSI</td>
<td>Maritime Mobile Service Identity</td>
</tr>
<tr>
<td>MRCC</td>
<td>Maritime Rescue and Coordination Centre</td>
</tr>
<tr>
<td>MSC</td>
<td>Maritime Safety Committee</td>
</tr>
<tr>
<td>MSI</td>
<td>Maritime Safety Information</td>
</tr>
<tr>
<td>MT</td>
<td>Metric Ton</td>
</tr>
<tr>
<td>N</td>
<td>north(ern)</td>
</tr>
<tr>
<td>NAS</td>
<td>Navigational Assistance Service</td>
</tr>
<tr>
<td>NAVTEX</td>
<td>Navigational Telex</td>
</tr>
<tr>
<td>NCAGS</td>
<td>Naval Cooperation And Guidance Of Shipping</td>
</tr>
<tr>
<td>Ned</td>
<td>The Nederlands/Dutch</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NMCM</td>
<td>Naval Mine Counter Measures</td>
</tr>
<tr>
<td>Nr(s)</td>
<td>number(s)</td>
</tr>
<tr>
<td>NTM</td>
<td>Notice(s) To Mariners</td>
</tr>
<tr>
<td>ODY</td>
<td>Buoy Oostdyck</td>
</tr>
<tr>
<td>OMS</td>
<td>Oceanographic and Meteorological Station</td>
</tr>
<tr>
<td>OSU</td>
<td>Ostend Radio</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>PI</td>
<td>preliminary notice(s) to mariners</td>
</tr>
<tr>
<td>PA</td>
<td>approximate position</td>
</tr>
<tr>
<td>PD</td>
<td>uncertain position</td>
</tr>
<tr>
<td>PEC</td>
<td>Pilot Exemption Certificate</td>
</tr>
<tr>
<td>pos</td>
<td>position</td>
</tr>
<tr>
<td>PRA</td>
<td>Pollution Response Area</td>
</tr>
<tr>
<td>PSSA</td>
<td>Particularly Sensitive Sea Area</td>
</tr>
<tr>
<td>Pt</td>
<td>point</td>
</tr>
<tr>
<td>Rare</td>
<td>radar reflector</td>
</tr>
<tr>
<td>Rarefl</td>
<td>radar reflector</td>
</tr>
<tr>
<td>RCC</td>
<td>Rescue Coordination Centre</td>
</tr>
<tr>
<td>RCZB</td>
<td>Radar Control Zeebrugge</td>
</tr>
<tr>
<td>Refl</td>
<td>Reflector</td>
</tr>
<tr>
<td>RENC</td>
<td>Regional Electronic Navigational Chart Coordination Centre</td>
</tr>
<tr>
<td>RNC</td>
<td>Raster Navigational Chart</td>
</tr>
<tr>
<td>RTA</td>
<td>Requested Time of Arrival</td>
</tr>
<tr>
<td>RTD</td>
<td>Requested Time of Departure</td>
</tr>
<tr>
<td>RVGZ</td>
<td>Regulations for the transport of dangerous cargoes on board commercial vessels</td>
</tr>
<tr>
<td>RWHS</td>
<td>red and white horizontally striped</td>
</tr>
<tr>
<td>RWS</td>
<td>Rijkswaterstaat (Directorate-General for Public Works and Water Management)</td>
</tr>
<tr>
<td>RWVS</td>
<td>red and white vertically striped</td>
</tr>
<tr>
<td>RYCO</td>
<td>Royal Yacht Club Oostende</td>
</tr>
<tr>
<td>RZHS</td>
<td>red and black horizontally striped</td>
</tr>
<tr>
<td>S</td>
<td>south(e)n</td>
</tr>
<tr>
<td>s</td>
<td>seconde (time unit)</td>
</tr>
<tr>
<td>SAR</td>
<td>Search and Rescue</td>
</tr>
<tr>
<td>SB</td>
<td>starboard/Belgian Statute Book/afdeling Scheepvaartbegeleiding (Shipping Assistant Division)</td>
</tr>
<tr>
<td>SBZ</td>
<td>Speciale Beschermingszone (Special Protection Zone)</td>
</tr>
<tr>
<td>SCC</td>
<td>Schelde Coordinatie Centrum (Scheldt Coordination Centrum)</td>
</tr>
<tr>
<td>SID</td>
<td>Schelde Inlichtingen Dienst (Scheldt Information Services)</td>
</tr>
<tr>
<td>SMCP</td>
<td>Standard Marine Communication Phrases</td>
</tr>
<tr>
<td>SNMS</td>
<td>Schelde Navigator Marginal Ships</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Safety of Life at Sea</td>
</tr>
<tr>
<td>sp</td>
<td>sharp</td>
</tr>
<tr>
<td>SPS</td>
<td>Standard Positioning Service</td>
</tr>
<tr>
<td>SSB</td>
<td>Schelde Scheepvaartbericht (Scheldt Shipping Notice)</td>
</tr>
<tr>
<td>st</td>
<td>blunt</td>
</tr>
<tr>
<td>Stb</td>
<td>Dutch Statute Book</td>
</tr>
<tr>
<td>sub</td>
<td>under</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td>SWATH</td>
<td>Small Waterplane Area Twin Hull</td>
</tr>
<tr>
<td>(T)</td>
<td>temporary BaZ</td>
</tr>
<tr>
<td>TCS</td>
<td>Traffic Centre Steenbank</td>
</tr>
<tr>
<td>TCW</td>
<td>Traffic Centre Wandelaar</td>
</tr>
<tr>
<td>TCZ</td>
<td>Traffic Centre Zeebrugge</td>
</tr>
<tr>
<td>tel</td>
<td>telephone message</td>
</tr>
<tr>
<td>tgm</td>
<td>telegram message</td>
</tr>
<tr>
<td>TOS</td>
<td>Traffic Organization Service</td>
</tr>
<tr>
<td>TSS</td>
<td>Traffic Separation Scheme</td>
</tr>
<tr>
<td>UHF</td>
<td>Ultra High Frequency</td>
</tr>
<tr>
<td>UKHO</td>
<td>United Kingdom Hydrographic Office</td>
</tr>
<tr>
<td>UKZ</td>
<td>Zelzate Lookout</td>
</tr>
<tr>
<td>UTC</td>
<td>Universal Time Coordinated</td>
</tr>
<tr>
<td>VBS</td>
<td>verkeersbegeleidend systeem (traffic management system)</td>
</tr>
<tr>
<td>vert</td>
<td>vertically</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency</td>
</tr>
<tr>
<td>vm</td>
<td>vadem</td>
</tr>
<tr>
<td>vt</td>
<td>feet</td>
</tr>
<tr>
<td>VTS</td>
<td>Vessel Traffic Services</td>
</tr>
<tr>
<td>VTS-A</td>
<td>Vessel Traffic Services - Antwerp</td>
</tr>
<tr>
<td>VTS-SG</td>
<td>Vessel Traffic Services - Scheldt Area</td>
</tr>
<tr>
<td>VVS</td>
<td>traffic division system</td>
</tr>
<tr>
<td>W</td>
<td>western</td>
</tr>
<tr>
<td>WA</td>
<td>Wandelaar Approach</td>
</tr>
<tr>
<td>WEND</td>
<td>World-wide Electronic Navigational chart Database</td>
</tr>
<tr>
<td>WESP</td>
<td>Western Scheldt Planner</td>
</tr>
<tr>
<td>WETREP</td>
<td>West European Tanker Reporting System</td>
</tr>
<tr>
<td>WGS84</td>
<td>World Geodetic System 1984</td>
</tr>
<tr>
<td>WL</td>
<td>Waterbouwkundig Labo</td>
</tr>
<tr>
<td>WNA</td>
<td>Wandelaar Approach</td>
</tr>
<tr>
<td>WOA</td>
<td>width over all</td>
</tr>
<tr>
<td>WWWWS</td>
<td>World Wide Navigation Warning Service</td>
</tr>
<tr>
<td>zgn</td>
<td>so-called</td>
</tr>
<tr>
<td>zm</td>
<td>nautical miles</td>
</tr>
</tbody>
</table>
The Notices to Mariners no. 1 will be sent to you after ordering via our webshop on https://hydrowinkel.afdelingkust.be/collections/hydrografische-publicaties
Vlaanderen
is maritiem