



Vlaanderen
is maritiem



Notices to Mariners

AGENCY
MARITIME and
COASTAL SERVICES

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**This is a free translation of the official "Berichten aan Zeevarenden, nr. 15 jaargang 2020"
In case of dispute the Dutch text is the only valid copy.**

General guidelines concerning the use of the Belgian NtM are described in the annual edition no. 1 of the Belgian Notices to Mariners.

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. Vertical clearance is above Mean High Water Spring (MHWS). Other heights are above Mean Sea Level (MSL). Heights for non-tidal areas are above local dock datum.

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

**AGENCY
MARITIME and
COASTAL SERVICES**

The Coastal Division is ISO9001
and ISO14001 certified (version
2015).

GENERAL NOTICES

2020-15/249 BORDER CONTROL (EXTRA SCHENGEN) PLEASURE NAVIGATION - DIGITAL DECLARATION

Ref.: NtM 2020-01/075

The Schengen Borders Code (Union Code (EU 2016/399)) includes specific rules for the various types of border and the various means of transport used for crossing the external borders.

Pleasure boating has a special place here, as **all pleasure boats coming from or leaving for a third country (outside Schengen) are legally obliged to comply with the reporting formalities for border control.**

The Federal Police is responsible for and entrusted with the implementation of border control. More specifically, one of the tasks of the Maritime and River Police (SPN) is to supervise the cross-border traffic at the maritime external borders.

As from July 15th 2020, The Federal Police website makes it possible to create the declaration form for pleasure boating automatically and in a digital secure manner and to forward it to the competent border control authority (SPN). As a consequence, any follow up communication on and processing of this declaration form will take place solely via electronic means!

Additional info on the digital declaration form for pleasure boating can be obtained via

<https://www.police.be/bordercontrol/en/pleasure-craft-declaration>

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De Schengen grenscode (Unie Code (EU 2016/399)) bevat specifieke voorschriften voor de verschillende soorten grenzen en de verschillende vervoermiddelen die worden gebruikt om de buitengrenzen te overschrijden.

De pleziervaart neemt hier een bijzondere plaats in met dien verstande dat **alle pleziervaart komend van of vertrekkend naar een derde land (extra-Schengen) wettelijk verplicht is de meldingsformaliteiten inzake grenscontrole na te leven.**

De Federale Politie is bevoegd voor en belast met de uitvoering van de grenscontrole. In casu de scheepvaartpolitie (SPN) heeft als 1 van haar opdrachten het toezicht op het grensoverschrijdend verkeer aan de maritieme buitengrens (ook nog wel 'blauwe' grens genoemd).

Vanaf 15 Juli 2020, is het mogelijk om via de website van de Federale Politie het online Pleziervaart meldingsformulier automatisch en op een digitaal beveiligde manier aan te maken en aan de bevoegde grenscontrole overheid (SPN) door te sturen.

Verdere communicatie omtrent en afhandeling van het meldingsformulier verloopt dienvolgens enkel nog via elektronische weg.

Bijkomende info omtrent het online Pleziervaart meldingsformulier vindt U via

<https://www.politie.be/grenscontrole/nl/aangifte-pleziervaart>

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Le code frontières Schengen (code de l'Union en 2016 (UE 2016/399)) établit des modalités spécifiques pour les différents types de frontières et moyens de transport utilisés en vue du franchissement des frontières extérieures. La navigation de plaisance y occupe une place particulière, étant donné que **tous les bateaux de plaisance en provenance ou à destination d'un pays tiers (extra-Schengen) sont légalement tenus de respecter les formalités déclaratives en matière de contrôle aux frontières.**

La mise en œuvre du contrôle aux frontières relève de la Police Fédérale. Dans le cas présent, la Police de la navigation (SPN) a notamment pour mission de surveiller le trafic transfrontalier aux frontières extérieures maritimes.

Un formulaire de notification a été élaboré pour les navires de plaisance. **A partir du 15 juillet 2020**, il peut être complété sur Internet et transmis ensuite à la SPN.

La suite de la communication et du traitement s'effectue également par voie électronique.

Le formulaire de déclaration de navigation de plaisance peut être complété de manière automatique et sécurisée sur le site Internet de la Police Fédérale et transmis par cette voie à l'autorité de contrôle aux frontières compétente (SPN).

Vous trouverez des informations additionnels sur le formulaire de notification via

<https://www.police.be/controlfrontalier/fr/declaration-de-navigation-de-plaisance>

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Im Jahr 2006 hat das Europäische Parlament einen Kodex für das Überschreiten der Außengrenzen durch Personen verabschiedet. Dieser Schengener Grenzkodex wurde inzwischen überarbeitet und führte 2016 zu einem Gemeinschaftskodex (EU 2016/399).

Der Schengener Grenzkodex enthält Sonderbestimmungen für die unterschiedlichen Grenzarten und die für das Überschreiten der Außengrenzen genutzten unterschiedlichen Fortbewegungsmittel. Die Vergnügungsschiffahrt hat hier einen besonderen Platz, weil **alle Vergnügungsschiffe, die aus einem Drittstaat kommen oder in einen Drittstaat (außerhalb Schengen) abfahren, gesetzlich verpflichtet sind, die Meldeformalitäten für die Grenzkontrolle einzuhalten.**

Die föderale Polizei ist zuständig für und beauftragt mit der Durchführung der Grenzkontrolle. Insbesondere die Schifffahrtspolizei (SPN) ist damit beauftragt, den grenzüberschreitenden Verkehr an den Seeaußengrenzen zu überwachen.

Ab 15 Juli 2020, ermöglicht die Website der föderalen Polizei es, das Anmeldeformular für die Vergnügungsschiffahrt automatisch und sicher zu erstellen und an die zuständige Grenzkontrollbehörde (SPN) zu übermitteln.

Die weitere Kommunikation und Verarbeitung erfolgt ebenfalls auf elektronischem Wege.

Weitere Informationen für das Anmeldeformular für die Vergnügungsschiffahrt finden Sie unter

<https://www.polizei.be/grenzkontrolle/de/erklaerung-vergnuegungsschiffahrt>

Source: Scheepvaart Politie

BELGIUM**2020-15/250 TSS - NOORDHINDER SOUTH - BATHYMETRY - CHART CORRECTION****Charts:** D11

Insert sounding 26,5 m in position 51 °37,68'N 002 °27,45'E.

Source: Vlaamse Hydrografie

2020-15/251 TSS - WESTHINDER - BATHYMETRY - CHART CORRECTION**Charts:** 102 (INT 1480), D11Chart 102 (INT 1480), D11:

Insert sounding 22 m in position 51 °20,98'N 002 °24,17'E.

Delete sounding 23 m in position 51 °20,85'N 002 °24,29'E.

Replace sounding 16,3 m in position 51 °21,54'N 002 °24,38'E by 15,7 m.

Chart D11:

Insert sounding 16 m in position 51 °22,52'N 002 °25,40'E.

Source: Vlaamse Hydrografie

2020-15/252(T) COASTAL ROUTE - OOSTENDE - ZEEBRUGGE - LIGHT BUOY DC1 MOVED

NtM 2020-12/223(T) is cancelled.

Charts: 101 (INT 1474), D11, 107/3, 107/4

North cardinal buoy DC1, light character Q, is moved to new position 51 °15,91'N 002 °57,94'E.

Source: MRCC MSI 438/20

2020-15/253 PORT OF ZEEBRUGGE - OUTER PORT - WIELINGENDOK - FRONT LIGHT MOVED - CORRECTION OF CHARTS AND LIST OF LIGHTS**Charts:** 101 (INT 1474), D11, 107/ABCD**List of Lights**

In the Wielingendok, the jetty has been extended by 40 m.

Consequently, the front light (leading line 228°) has moved from position 51 °21,32'N 003 °10,68'E to position 51 °21,34'N 003 °10,71'E. New light height is 9,6 m.

(int. no. B0124.18 - nat. no. 0479.1)

Source: MBZ; aKust

THE NETHERLANDS

2020-15/254 WESTERN SCHELDT - WALSOORDEN - VALKENISSE - SCHAAR VAN VALKENISSE - CHANGE OF BUOYAGE - CORRECTION OF CHARTS AND LIST OF LIGHTS

Charts: 104/07, 106 (INT 1478)

List of Lights

Move:

Light buoy SvV Y with light character Fl.Y.5s to position 51°22,75'N 004°05,77'E (LL nat.no. 0801.3).

Light buoy SvV B with light character Fl(3)Y.10s to position 51°22,78'N 004°06,00'E (LL nat.no. 0801.4).

Light buoy SvV C with light character Fl(3)Y.10s to position 51°22,35'N 004°06,19'E (LL nat.no. 0801.6).

Light buoy 56 with light character Iso.R.8s to position 51°22,31'N 004°05,03'E (LL nat.no. 0846).

Light buoy 58 with light character Iso.R.8s to position 51°22,27'N 004°06,23'E (LL nat.no. 0847).

Buoy F60 to position 51°22,34'N 004°06,51'E

Buoy F60A to position 51°22,41'N 004°07,16'E

Insert magenta dashed lines (INT 1 N1.2) between positions:

51°22,52'N 004°07,71'E

51°22,41'N 004°07,16'E

51°22,34'N 004°06,51'E

51°22,34'N 004°07,02'E

51°22,38'N 004°07,52'E

Source: GNA Bass 075-2020

2020-15/255 WESTERN SCHELDT - WALSOORDEN - VALKENISSE - SCHAAR VAN VALKENISSE - LIMITED FAIRWAY AND SHIPPING MEASURES

Charts: 104/07, 106 (INT 1478)

The Schaar van Valkenisse is becoming shallower and very unstable. The Schaar van Valkenisse is not a reliable channel because of rapid changes in depths.

The following measures are immediately in force:

Upwards:

The Schaar van Valkenisse is not recommended for upbound shipping because there is a limited possibility of returning if a ship is in this channel and because of the nautical complex crossing with the main channel.

The water level and the last minimum sounded depth can be requested from the Hansweert Vessel Traffic Control Centre on VHF channel 65, in case shipping wants to make use of this channel on its own responsibility. There is a draught restriction with a minimum keel clearance of 6 dm throughout the Schaar van Valkenisse.

Downwards:

There is a draught restriction with a minimum keel clearance of 6 dm throughout the entire Schaar van Valkenisse. The water level and last minimum sounded depth can be requested at the Hansweert Traffic Control Centre on VHF channel 65.

Source: GNA Bass 076-2020

**MARITIME SAFETY INFORMATION (MSI)
in force**

MSI > 19/664 TSS - WESTHINDER

TRIPODE WITH HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-22.867 N 002-27.162 E UNMARKED. SHIPPING IS REQUESTED NOT TO FISH AND TO PASS AT A SAFE DISTANCE .

MSI > 19/780 TSS - WESTHINDER

WESTHINDER MEASURING POLE, 51-23.31 N 002-26.26 E. LIGHT UNLIT .

LB > 20/009 PORT OF OOSTENDE

LIGHTBUOY OH10, 51-14.17 N 002-55.47 E. LIGHT UNLIT .

LB > 20/039 PORT OF OOSTENDE

WATERBOND ACTIVITIES AT THE PIERHEADS OF THE HARBOR OF OOSTENDE . IN THE VICINITY OF THE HALVE MAAN. SHIPPING IS REQUESTED TO PASS WITH REDUCED SPEED IN ORDER TO AVOID EXCESSIVE WAVES.

MSI > 20/070 TSS - WESTHINDER

M/V ROVA STONES. ANCHOR LOST IN POS 51-20,3 N 002-35,2 E.

MSI > 20/274 OOSTDYCK - KWINTE

OOSTDYCK ANCHORAGE. M/V DOLA ASIA. ANCHOR LOST IN POS 51-20.3 N 002-33.5 E.

MSI > 20/283 BLIGHBANK - THORNTONBANK

LIGHTBUOY VLIZ, 51-34.80 N 002-59.59 E. TEMPORARILY REMOVED .

MSI > 20/342 OOSTDYCK - KWINTE

OOSTDYCK ANCHORAGE. M/V LISA. ANCHOR LOST IN POS 51-19.41 N 002-37.43 E.

MSI > 20/421 DE PANNE - OOSTENDE

SPECIAL PURPOSE BUOY O, 51-14.28 N 002-52.09 E. TEMPORARILY REMOVED .

MSI > 20/439 OOSTENDE - ZEEBRUGGE

UNDERWATER PIPELINE AND FLOATING PIPELINE ESTABLISHED BETWEEN POSITIONS 51-15,47 N 002-58,40 E AND 51-15,79 N 002-58,14 E MARKED BY CARDINAL BUOY 'DC1'. SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH ABOVE THIS PIPELINE AND TO PASS CLEAR OF IT

MSI > 20/442 TSS - NOORDHINDER SOUTH

FISHING VESSEL DROPPED AIRCRAFT ORDNANCE. IN POS 51°32,019 N - 002°24,28 E. SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY..

MSI > 20/447 SCHEUR

LIGHTBUOY S5, 51-23.70 N 003-06.30 E. LIGHT UNLIT .

MSI > 20/448 SCHEUR

LIGHTBUOY H6, 51-24.03 N 003-18.20 E. LIGHT UNLIT .