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Notices to Mariners

No. 2023-01

05 JANUARY 2023

NOTICES: 001-079

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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.

NOTICES TO MARINERS

No. 2023-01

05 January 2023

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This is a free translation of the official "Berichten aan Zeevarenden nr. 2023-01"
In case of dispute the Dutch text is the only valid copy.

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2023-01/001 NOTICES TO MARINERS

NtM 2022-1/1 cancelled

The Notices to Mariners (NtM) contains the information necessary for updating the Belgian nautical charts and nautical publications issued by the "Vlaamse Hydrografie" (Flemish Hydrography). Moreover, NtM No. 01 of every year contains general information for the benefit of shipping. The publication of a new edition of the nautical charts and the nautical publications will also be announced by the NtM.

The NtM appear every fortnight and are numbered by volume from 1 to 26. Every notice 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); temporary notices have a reference number followed by the letter (T).

The NtM No. 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 for each chart.

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) "Ostend - "Afdeling Scheepvaartbegeleiding" (Shipping Assistance Division) and mainly contain information about temporary beaconing problems and peculiarities at sea.

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

All mariners must:

- follow the general principles concerning the regulations of the shipping traffic as they appear in the annually issued NtM No. 01.
- take into account the measures applied by the functionaries and employees of the government concerning the safety of the vessels that are not subject to the Royal Decree (KB) of 20 July 1973 holding shipping regulations.
- observe, regarding the shipping, all notices published by the government, in particular the NtM and the MSI.

Each mariner must also inform, through the quickest 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 River Scheldt that concern shipping, as well as 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
(Coastal Division - Flemish Hydrography)
Administratief Centrum
3 Vrijhavenstraat
8400 OSTEND, BELGIUM
Tel: +32 (0)59 55 42 11
e-mail: nautinfo@mow.vlaanderen.be

Sightings about buoys, dangers, incidents, oil pollution, etc. need to be immediately communicated to the MRCC Ostend or Vessel Traffic Services (VTS) - Scheldt Area; if necessary via Ostend-Radio.

More information:

KB of 20 June 1977 in implementation of the law of 24 November 1975 on the approval and execution of the Convention on the International Regulations for Preventing Collisions at Sea, 1972, with additional regulations and attachments KB of 04 August 1981 on police and shipping regulations for het Belgian territorial sea, the ports and the beaches of the Belgian coast

NOTES:

We ask your attention for:

Amended notices: 2, 4, 11, 14, 15, 22, 24, 25, 26, 29, 33, 42, 64, 67, 72, 73

New notices: 30, 50, 58

Deleted notices (no's 2022): 35, 57, 58

Source: MDK - afdeling Kust - Vlaamse Hydrografie

2023-01/002 REGULATIONS

NtM 2022-1/2 cancelled

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:

- KB of 04 August 1981: The Police and Shipping Regulations for the Belgian territorial sea, ports and beaches of the Belgian coast.
- 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
- KB of 11 April 2005 about maritime border control
- KB of 20 June 1977 for the application of the Law of 24 November 1975 approving and implementing the Convention on the international provisions to prevent collisions at sea, 1972, attached Rules and its attachments

2. For the River 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 Beneden-Zeeschelde (KB of 23 September 1992)
- The police regulations of the Beneden-Zeeschelde (KB of 20 September 1992)
- The general rules for shipping routes of the Kingdom (KB van 15 October 1935)
- General policy regulation on inland waterway traffic (KB of 24 September 2006), based on the European CEVNI (Code Européen des Voies de Navigation Intérieure)
- The decree of 05 April 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 19 April 1839 and of chapter II parts 1 and 2 of the tractate of 05 November 1842, as they were adjusted, for the pilotage and the joint supervision on it (Scheldt regulations) and the additional attachment and 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
- KB of 11 April 2005 about maritime border control
- The Joint Notifications 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 (KB van 7 September 1950).

Most of these regulations are available at the federal government's website and can be downloaded from: mobilit.belgium.be/en/schipping or ejustice.just.fgov.be.

4. Port Police regulations:

Port of Antwerp-Bruges:

The Port Police regulation Port of Antwerp 2021

The port regulation for the port area Brugge-Zeebrugge 2.1 (14 September 2018)

North Sea Port Flanders (Ghent):

The general Police regulation as approved by the city council on 23 November 2015 and in force as from 01 January 2016.

Ostend:

The Police regulation as approved by the board of Directors of the A.G. Haven Oostende on 29 September 2020 version 29 January 2021

Source: MDK - afdeling Scheepvaartbegeleiding, MDK - DAB Loodswezenen

2023-01/003 OFFICIAL RADIO MESSAGES INTENDED FOR BELGIAN MERCHANT VESSELS: THE BELMAR SYSTEM

NtM 2022-1/3 cancelled

IMPORTANT

The commanders 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 Koopvaardijsschepen" ("General Instructions for the Commanders of Belgian Merchant Vessels"), under the chapter "Verbindingen" ("Connections").

1. General

1. This NtM 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.
These reports will be communicated by the the Command of Navy Operations.
3. From the moment the BELMAR-system is in use, the commanders 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 format

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 Sea).
3.
 - The official messages to the Belgian merchant vessels are identified by the word BELMAR.
 - In order to make it possible for the commanders 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 18h31 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 koopvaardijsschepen" ("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 in full for 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.
For every single message this list contains:
 - the incoming call
 - the identification with n°.
 - the date-time-group

4. Radio station, frequencies and time schedules (utc)

1. Ostend-radio

• Radiotelephony

Upon receipt, 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 receipt on the international frequency 518 kHz and on the national frequency 490 kHz.

On 518 kHz: at 0310-0710-1110-1510-1910-2310 UTC

On 490 kHz: at 0010-0410-0810-1210-1610-2010 UTC

2. SafetyNET

SafetyNET supplies vessels with navigation and meteorological NtM, 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. At 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 NAVWARNS.
3. If necessary, it will be indicated when and how HYDROPAC and HYDROLANT must be listened to.

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

1. Every Belgian merchant vessel will receive 2 copies of this NtM. They will be placed in the chapter "Verbindingen" ("Connections") of the "Algemene Onderrichtingen ten behoeve van de Gezagvoerders van Belgische Koopvaardijsschepen" (General Instructions for the Commanders of Belgian Merchant Vessels). They replace all connection instructions that were published earlier.
2. Commanders 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 commanders will pass on all requested information by letter to the Command of Marine Operations (COMOPSNV).
4. It is of the utmost importance that COMOPSNV has access to the data from which it can conclude in which areas none of the broadcasts mentioned above can be received. For this, commanders 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 at times of war, commanders of Belgian merchant vessels may receive a visit from NATO officers. These officers' goal will be to give a fictional briefing to the commanders, on the occasion of mooring at a NATO port. They might also ask a series of questions. The commanders can cooperate 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 be 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 for a financial compensation.

Source: Ministerie van Defensie – Marine component

2023-01/004 BELGIAN COAST STATION OSTEND RADIO - CALLSIGN : OSU - FREQUENCIES, BROADCASTS AND LISTENING OUT

NtM 2022-1/4 cancelled

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)
 - broadcasting on working frequency 2761 kHz
- Listening watch: 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 VHF 16
 - the first broadcast of a safety message will also be announced via VHF DSC 70 (DSC = digital selective calling)
 - broadcasting: on VHF 7
- Listening watch: permanently on VHF 16 and VHF 7 (working channel for commercial traffic: VHF 78). For the shipping traffic on the River Scheldt towards the Belgian harbours of Antwerp, Ghent and Brussels, there is a permanent watch keeping on VHF 16 (working channels for commercial traffic: VHF 64 and VHF 81)
- 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 70 and on MF 2187,5 kHz, which is received on a screen. Ostend Radio permanently listens out on both frequencies.
- DSC-number of Ostend Radio for VHF and MF is 002050480.
- DSC-number of Ostend Radio for VHF in Antwerp is 002050485.

4. Broadcast of 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 16 in English and in Dutch.
 - on VHF DSC 70 and MF DSC 2187,5 kHz only for the first broadcast.
 - for broadcasting:
 - on 2761 kHz and on VHF 7, first in English, then in Dutch immediately upon receipt 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: 'sécurité'.
- NAVTEX:
 - **frequency 518kHz:** programming letter T on navtex receiver.
 - For broadcasting:
 - 'important': immediately upon receipt 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

2023-01/005 ISPS REGULATIONS

NtM 2022-1/5 cancelled

Bericht aan alle schepen waarop de ISPS-reglementering van toepassing is

In het kader van de beveiliging van schepen en havenfaciliteiten is het bij toepassing van Article 6 van de Verordening (EG) 725/2004 verplicht om de informatie gevraagd bij voorschrift 9 van hoofdstuk XI-2 van het SOLAS-verdrag mee te delen aan de bevoegde autoriteit voor maritieme beveiliging.

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 ISPS inlichtingen met ingang van 1 september 2015 te worden ingebracht in één of meerdere schermen met verplichte velden van de haveninformatiesystemen (PCS: APICS, ENIGMA, ZEDIS, ENSOR). Van daaruit worden ze op elektronische wijze doorgeleid naar de bevoegde autoriteit en zal er in sommige gevallen een terugmelding worden gegeven (melding van alarmering of vraag om correctie van informatie). 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 ISPS-informatie dient 24u. voor het aanlopen van de haven te worden verschaft of bij vertrek van de vorige haven indien de reisduur minder is dan 24u. of ten laatste zodra de aanloophaven bekend wordt. De melding dient voor elke aanloop van een Belgische haven te gebeuren.

De meldingen worden systematisch 24/7 gecontroleerd. De ingebrachte gegevens kunnen aanleiding geven tot alarmering en hiermee gepaard gaande acties van verschillende toezichthoudende instanties (Havenstaatcontrole, Scheepvaartpolitie, Douane en Defensie). In de beginfase wordt aan sensibilisering gedaan van de kapitein of zijn gemachtigde. In een later stadium kunnen administratieve sancties worden geheven bij onvolledige of onjuiste gegevens.

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 01 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 Boven-Zeeschelde) 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 commander 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 Etats 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 Défense). 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 Mobiliteit en Vervoer

2023-01/006 INTERNATIONAL SANITARY REGULATIONS

NtM 2022-1/6 cancelled

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 doorgeleid 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 07 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 Boven-Zeeschelde) 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 Etats 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

2023-01/007 NAVAL COOPERATION AND GUIDANCE FOR SHIPPING (NCAGS)

NtM 2022-1/7 cancelled

1. General

This NtM describes the “Naval Cooperation and Guidance for Shipping (NCAGS)”, as included in ATP-02.1 (see attachment at the end of this notice).

2. Application

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

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. Format Alfa 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 or report to all merchant ships,
- d. Notification of Diversion: a message from the military authorities to a merchant vessel notifying a diversion from the planned track,
- e. 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,
- f. Websites: always www.shipping.nato.int, but also possibly a specially created website for a particular area,
- g. Face-to-face Briefings: a briefing by a liaison officer,
- h. Telephone Briefings: same as above, but by telephone,
- i. E-mail,
- j. International Code of Signals (INTERCO),
- k. 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 at the end of this notice.

4. Further information is available from the NATO shipping centre website:

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

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.

FORMAT ALFA		
1.	Vessel's Name	
2.	Flag	
3.	IMO Number	
4.	MMSI	
5.	INMARSAT Telephone Number	
6.	Email Address/FAX Number	
7.	Current Position (at time UTC) Course and Planned Passage Speed	
8.	Next Port of Call and ETA (UTC)	
9.	Name and Address of Ship Owner and Operator/Charterer/Company Security Officer	
10.	Crew Numbers and Nationalities	
11.	Cargo	
12.	Security Measures Implemented Onboard	
<i>Note: Different information may be requested, dependant on the maritime operation.</i>		

Figure 2B-1. Format Alfa

SECTION II – SHIP'S POSITION REPORT**2. 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.

SHIP'S POSITION REPORT		
1.	Vessel's Name	
2.	IMO Number	
3.	Current Position (UTC)	
4.	Any Change to Itinerary	

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 routing 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.

SAILING INFORMATION				
Ship's Details				
Vessel's Name		International Radio Call Sign (IRCS)		
Flag		Speed		
Area or Route Covered		Final Destination		
<i>Note: An area or route covered describes the part of the voyage where the SI applies.:</i>				
General Situation:				
<i>Note: Threat/risk to merchant ships, incidents, military presence, etc.:</i>				
Route:				
During the passage you are advised to pass through the following positions:				
Position Designator/Waypoint	Latitude/Longitude		Remarks	
1.				
2.				
3. etc.				
Special Advice/Procedures:				
Communications				
Emission Control Policy (EMCON)				
Suspicious Sighting Procedures				
Special Reporting Procedures (e.g. Emergencies)				
Procedures for Notification of Changes to Route or Destination				
Summary of NAVWARNs				
Self-Protection Measures				
<i>Note: To be used as applicable.</i>				

Figure 2B-3. Sailing Information

SECTION IV – DIVERSION AND AMENDMENTS TO PASSAGES

4. Notification of Diversion.

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.

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

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.

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

Figure 2B-5. Format Alfa Passage Amendment Message

Source: [Ministerie van Defensie – Marinecomponent](#)

2023-01/008 RADIO NAVIGATION MESSAGES

NtM 2022-1/8 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

2023-01/009 RIVER INFORMATION SERVICES

NtM 2022-1/9 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 (only in Belgium) or +32 78 055 440 (from abroad), via mail ris@vlaamsewaterweg.be or via VisuRIS.be.

Source: De Vlaamse Waterweg nv

2023-01/010 COASTAL-WEATHER-FORECAST

NtM 2022-1/10 cancelled

The Oceanographic Meteorological Station (OMS of the Coastal Division) prepares several marine weather reports every day 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/en/coastal-weather-forecast

Source: MDK - afdeling Kust - Vlaamse Hydrografie

2023-01/011 WEATHER FORECASTS AND ANNOUNCEMENTS OF STORMY WEATHER AND GALE FORCE WINDS

NtM 2022-1/11 cancelled

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 Ostend-Radio in both Dutch and English.

2. Weather reports

Broadcasting by Ostend-Radio:

BY RADIO: on 2761 kHz and VHF 7, in English and in Dutch, after previous announcement on 2182 kHz and VHF 16.
On fixed hours: 0720 LT and 0820 UTC and 1720 UTC.

ON NAVTEX:

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

3. Storm reports

1. The announcement will be made when wind speeds of 8 Beaufort or more 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 Ostend-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:

- **by radio:** on the same frequencies as the normal weather reports:
 - immediately upon receipt at the coastal station.
 - at the end of the first two compulsory periods of silenceThe first broadcast will also be announced over DSC on VHF 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 UTCAs long as the storm lasts.

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 Beaufort 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 Ostend-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 70 and MF 2187,5 kHz

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

These special notices originating from the Shipping Assistance Division are sent on the frequency 2761 kHz and VHF 7 (after announcement on the frequencies 2182 kHz and VHF 16), and on the national navtex 490 kHz, immediately upon receipt.

Source: [Ministerie van Defensie – Marinecomponent](#)

2023-01/012 GNB MANAGEMENT AREA: PROCEDURE IN EXTREME WEATHER

NtM 2022-1/12 cancelled

Article 1

1. An extreme weather situation means: a weather situation that affects the safety of shipping in the GNB (Gemeenschappelijk Nautisch Beheer) 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 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.

Source: GNA Bass 074-2016, GB 06-2016

2023-01/013 ACTIONS TO BE TAKEN IN CASE OF A SUBMARINE ACCIDENT (DISSUB - DISTRESSED SUBMARINE)

NtM 2022-1/13 cancelled

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 from 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

2023-01/014 TREATMENT OF MINES AND EXPLOSIVES FOUND AT SEA

NtM 2022-1/14 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 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 the fishing gear that is still outboard, it should NOT be brought aboard. Cutting the gear is always the safest course of action. If possible this should happen after paying out the gear and dragging it away from the regular fishing grounds to more shallow water. It should be marked with a line 1,5 longer than the maximum depth (high water included).
3. When discovering an explosive device when the content of the fishing gear is already on deck, following actions should be taken:
 - The device should be protected from any shocks.
 - The device should be stowed on to 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.
4. In order to ensure the safety of shipping and fishing vessels, the position of the sunken explosive or that of the fishing gear (beaconed or not beaconed), must always be reported to the MRCC Ostend (call sign COAST GUARD OSTEND). The MRCC Ostend will inform the Maritiem Informatie Kruispunt (MIK), Graaf Jansdijk 1, 8380 ZEEBRUGGE.
5. When a suspicious explosive device is trawled up at a position that is about 2 hours sailing away from the Belgian EEZ, this shall be reported by radio to the MRCC Ostend (call sign COAST GUARD OSTEND). This report will also include the estimated place and time of arrival of the vessel at the roads. With the port in sight the EOD divers will come aboard the fishing vessel from a navy vessel. The EOD will give their advice about the possibility of sailing into port over the radio: for the port of Ostend 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 EOD be of the opinion that the risk is too great and that defusing should be done at sea or after stranding the ship, the EOD will consult the MRCC Ostend (call sign COAST GUARD OSTEND) and give the appropriate instructions.
6. A ship with an explosive device aboard or in its fishing gear will warn ships in the vicinity. When the fishing gear is cut or the explosive has been sunk, this position will also be reported to the ships in the vicinity and to the MRCC Ostend (call sign COAST GUARD OSTEND). The MRCC Ostend will inform the MIK.
7. In no event shall a personal attempt be made to trawl up a mine and sail into a port.

EXPLOSIVES - ACTION DIAGRAM

Found an Explosive?

- trawled 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 4000 m from 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

2023-01/015 PILOTAGE SERVICE AT THE SCHELDT ESTUARIES AND AT THE BELGIAN COASTAL PORTS

NtM 2022-1/15 cancelled

1. General

1. In the Western Scheldt estuaries, in open sea, towards the Belgian ports near the Scheldt and at the canal Ghent-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 1/16). Only Flemish pilots and the Dutch Register pilots are authorized to provide this service.
2. The compulsory pilotage at the coastal ports of Ostend, 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 1/17).

2. Pilot vessels and their stations at sea

1. North of the light buoy KB (Kwintebank) in the area of position 51°22,20'N - 002°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 Ghent-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 carries the lights as required by the International Regulations for Preventing Collisions at Sea. She is equipped with VHF radiotelephony and listens to VHF 65 and VHF 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 64 (Traffic Centre Steenbank) and VHF 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 vessel 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 79 by the Pilot Steenbank from the Scheldt Coordination Centre at Flushing. Inbound unpiloted vessels receive the necessary instructions for this via VHF 64 and VHF 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 Preventing Collisions at Sea. They may also give a recognition signal consisting of 4 short bursts.

Source: MDK - DAB Ioodswezen

2023-01/016 RESOLUTION OF EXEMPTION FROM COMPULSORY PILOTAGE SCHELDT REGULATIONS

NtM 2022-1/16 cancelled

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 commanders 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 decimetre 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 decimetre 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 m and a draught up to 5,5 m sailing the estuaries of the River Scheldt from the Magne buoy via Oostgat, Galgeput, Sardijneul and the Flushing Roads to the ports of Flushing East;
- 2° sea-going vessels with a length over all up to 80 m 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);
- the Further Requirements for exemption from compulsory pilotage described in the Scheldt Regulations (Belgian State Gazette of 17.07.2003, page 38350), amended by the Resolution of 16 June 2005 (Belgian State Gazette of 28.06.2005, page 29852), the Resolution of 18 September 2008 (Belgian State Gazette 29.09.2008, page 50429) and the Resolution of 23 September 2009 (Belgian State Gazette of 8 October 2009, page 66357).

Source: MDK – Stafdienst

2023-01/017 INTENSIFIED COMPULSORY PILOTAGE FOR VESSELS IN THE BELGIAN TERRITORIAL SEA AND WATERS UNDER THE AUTHORITY OF THE FLEMISH GOVERNMENT

NtM 2022-1/17 cancelled

Resolution of the Flemish Government of 15 July 2002 on the intensified compulsory pilotage for vessels in the Belgian territorial sea and waterways under the authority of the Flemish region

Chapter I. General Provisions

Article 1.

For the application of this resolution, the following is understood under:

- 1° Decree: the decree of 19 April 1995 concerning the organisation and functioning of the pilotage service of the Flemish region and concerning the certification of the port pilots;
- 2° Minister: The Flemish minister responsible for the pilotage service;
- 3° Competent authority: the Shipping Assistance Division of the Agency for Maritime and Coastal Services;
- 4° Length: the length over all;
- 5° Inland vessel: a vessel registered as such in the country of origin or a vessel normally sailing or destined for inland waterways, in accordance with the provisions of the Royal Decree of 04 August 1981 laying down police and maritime regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast;
- 6° Estuary Shipping: inland vessels, which sail exclusively in a limited sailing area along the Belgian coast, and are registered as such in the country of origin;
- 7° Fluviomaritime Shipping: inland vessels which are only allowed to sail in a restricted area at sea and are registered as such in the country of origin;
- 8° Compulsory Pilotage: the obligation to actually take a pilot or to use shore based pilotage as referred to in article 7, § 1, and § 3 of the decree;
- 9° Pilot Exemption Certification: a general exemption from the compulsory pilotage as referred to in article 7, § 2, 3 ° of the decree;
- 10° IMDG-Code: the international code for the carriage of dangerous goods by sea drawn up by the International Maritime Organisation (IMO);
- 11° IBC-Code: the international IMO-code for the construction and equipment of vessels transporting hazardous chemicals in bulk;
- 12° IGC-Code: the international IMO-code for the construction and equipment of vessels transporting liquid gas in bulk;
- 13° INF-Code: the international IMO-code of safety requirements for the carriage of irradiated nuclear fuels, plutonium and high-radioactive waste in barrels aboard a vessel;
- 14° MARPOL Convention: the International Convention for the Prevention of Pollution from Ships, with attachementes, drawn up in London on 02 November 1973, and the protocol of 1978 with the International Convention of 1973 for the Prevention of Pollution from Ships, with attachment, drawn up in London on 17 February 1978;
- 15° Dangerous or contaminated goods: the goods listed or described in the following texts:
 - a) the IMDG-Code;
 - b) the description of the radioactive substances in the INF-code;
 - c) chapter 17 of the IBC-Code;
 - d) chapter 19 of the IGC-Code;
 - e) the attachementes 1, 2 and 3 of the MARPOL Convention;
- 16° Commissioner: an official with nautical experience of the Shipping Assistance Division, responsible for supervising the examination of the proficiency test;
- 17° LNG: liquid natural gas;
- 18° LNG-Bunker vessel: vessel constructed for transporting LNG, used to provide other vessels LNG as a marine fuel with a maximum length overall of 150 m;
- 19° Agency for Maritime and Coastal Services: the agency, established by the Flemish government decree of 07 October 2005 establishing the internal independent agency without legal personality Agency for Maritime and Coastal Services;

- 20° Proficiency test: the research into the knowledge and skill;
- 21° Special transport: a floating object in such a state there is a serious risk that during navigation it brings the safety of navigation in jeopardy or causing damage to the works, sinks or loses its cargo;
- 22° Outside normal transport: a transport whose length, width, height above water, draught, manoeuvrability and speed are incompatible with the characteristics and dimensions of the waterway or of the artworks that it has to pass through;
- 23° Reference vessel: a vessel for which a general Pilot Exemption Certificate or a Pilot Exemption Certificate for LNG-bunker ships was granted and on the basis of which other vessels will or will not be considered as comparable by the competent authority.

Chapter II. Compulsory Pilotage

Article 2.

The vessels referred to in article 2, 1° of the decree are obliged to take a pilot on board in the following waters:

- 1. on the Belgian territorial sea between the pilotage stations at the sea and the Flemish coastal ports;
- 2. on the River Scheldt from the Belgian/Dutch border to Temse;
- 3. on the Belgian part of the canal from Ghent to Terneuzen, the Moervaart, and the docks that connect to those waters;
- 4. the tidal ports of Ostend, Zeebrugge and Nieuwpoort and the waters between these ports and the nearby roads;
- 5. the access channels of the locks that connect to the aforementioned waters.

By way of derogation from the first paragraph, the competent authority may impose shore based pilotage. During shore based pilotage, the commander confirms the receipt of any advice and repeats hereby the course and sailing advice. If the commander deviates from an opinion, he reports that immediately.

Chapter III. Vessels exempt from compulsory pilotage

Article 3.

Vessels covered by one of the following categories shall be exempt from the obligation referred to in article 2 of this decree:

- 1° inland vessels;
- 2° estuary navigation;
- 3° fluvio-maritime navigation;
- 4° vessels with a length up to and including eighty metres;
- 5° vessels at anchor, unless the competent authority decides otherwise;
- 6° vessels built for the purpose of winning or transporting sand, dredging spoil or gravel, unless they are used for a different purpose during navigation;
- 7° vessels owned or operated by the Flemish or Dutch pilotage service;
- 8° vessels owned or operated by the Belgian, Flemish or Dutch government;
- 9° warships belonging to the naval forces of the Belgian Armed Forces, Royal Netherlands Navy or an allied navy;
- 10° vessels sailing a pilotage route in the territorial sea without this being done for the purposes of entering or leaving a Flemish port, Scheldt port or anchorage.

Article 4.

By way of derogation from article 3, vessels, except inland waterway vessels shall, however, take a pilot on board in the following cases:

- 1° if it is wholly or partially loaded with dangerous or polluting goods in bulk or empty but not yet gas freed or stripped of hazardous residues, with the exception of vessels at anchor;
- 2° if the vessel is part of a push convoy, unless the competent authority grants an exemption;
- 3° if the vessel is towed unless the competent authority grants an exemption.

Chapter IV. Persons exempted from compulsory pilotage

Article 5.

§ 1 The general Pilot Exemption Certificate shall be issued to the commander of a vessel if he succeeds in a proficiency test.

§ 2 The Minister decides:

- 1° the conditions to be fulfilled by the commander, namely the captain or the competent navigation officer, who is the candidate declaration holder, in order to participate in the proficiency test;
- 2° which authority is competent to issue a general pilot exemption certificate and, where appropriate, to supplement it;
- 3° the procedure for applying for the general pilot exemption certificate;
- 4° the procedure for processing of the application for the general pilot exemption certificate;
- 5° the content, both theoretical and practical, the organisation, the procedure and the further handling of the proficiency test;
- 6° the rules to retake the proficiency test;
- 7° what is understood under the trajectory in the context of a general pilot exemption certificate;
- 8° the period of validity and the form of the general pilot exemption certificate;
- 9° the obligations of the exemption holder, as well as the verification of compliance;
- 10° the conditions, the procedure, the practical handling and the period of validity of the extension of the general pilot exemption certificate;
- 11° the conditions under which a general pilot exemption certificate may be withdrawn;
- 12° the conditions under which, after withdrawal, a new application may be lodged in order to obtain a general pilot exemption certificate.

§ 3 The examination committee, which is responsible for organising and conducting the proficiency test to obtain a general pilot exemption certificate, consists of the following three members:

- 1° a chairman who is pilot with the function chief-pilot at the pilotage service;
- 2° two members who are responsible for pilotage route to be examined.

A commissioner is appointed, responsible for supervising the examination of the proficiency test. The alternates of the committed must also be officials of the Shipping Assistance Division with nautical experience.

The members of the examination committee and the commissioner shall each give a separate assessment of the proficiency test, which is decided by majority voting. When the votes are tied, the chairman's decision is final.

The Minister appoints the chairman and a deputy chairman of the examination committee for a term of five years. The mandate can be extended. The deputy of the chairman must fulfil the same conditions as the chairman.

The Minister shall appoint the commissioner and alternates of the commissioner for a period of five years. The mandate can be extended.

The other members of the examination committee are appointed by the chairman of the examination committee or by his deputy.

§ 4 A general pilot exemption certificate is requested for the reference vessel. In order to request a general pilot exemption certificate for one or more vessels of the same type for the same route, the Minister shall determine the conditions and the procedure for application and the practical handling thereof. The Minister shall also determine the content, organisation and practical handling of any additional parts of the proficiency test for those vessels.

Article 5/1.

§ 1 The pilot exemption certificate for LNG-bunker ships shall be issued to the commander of a vessel if he succeeds in a proficiency test. The pilot exemption certificate is valid provided that the ship does not leave the port area.

§ 2 The Minister determines:

- 1° the conditions to be fulfilled by the commander, namely the captain or competent navigation officer, who is the candidate declaration holder, in order to participate in the proficiency test;
- 2° which authority is responsible for issuing the pilot exemption certificate for LNG-bunker vessels and, where appropriate, supplementing it;
- 3° the procedure for applying for the pilot exemption certificate for LNG-bunker vessels;
- 4° the procedure for further processing of the application for the pilot exemption certificate for LNG-bunker vessels;
- 5° the content, both theoretical and practical, the organisation, the procedure and the further handling of the proficiency test;

- 6° the rules to retake the proficiency test;
- 7° the meaning of trajectory in the context of the pilot exemption certificate for LNG-bunker vessels;
- 8° the period of validity and the form of the pilot exemption certificate for LNG-bunker vessels;
- 9° the obligations of the exemption holder, as well as the verification of compliance;
- 10° the conditions, the procedure, the practical handling and the period of validity of the extension of the pilot exemption certificate for LNG-bunker vessels;
- 11° the conditions under which the pilot exemption certificate for LNG-bunker vessels may be withdrawn;
- 12° the conditions under which, after withdrawal, a new application can be submitted to obtain the exemption declaration for LNG-bunker vessels.

§ 3 The examination committee responsible for organising and conducting the proficiency test to obtain the pilot exemption certificate for LNG-bunker ships shall consist of at least three members:

- 1° a chairman who is pilot with the function chief-pilot at the pilotage service;
 - 2° two pilots of the pilotage service who are competent to pilot on the trajectory to be examined.
- The port captain of the port concerned is invited to be part of the examination committee.
- A commissioner is appointed, responsible for supervising the examination of the proficiency test. The alternates of the commissioner must also be officials of the Shipping Assistance Division with nautical experience.
- The members of the examination committee and the commissioner shall each give a separate assessment of the proficiency test, which is decided by a majority voting.
- The port captain of the port concerned shall be designated by the port concerned.
- The Minister appoints the chairman and a deputy chairman of the examination committee for a term of five years. The mandate can be extended. The deputy of the chairman must fulfil the same conditions as the chairman.
- The Minister shall appoint the commissioner and alternates of the commissioner for a period of five years. The mandate can be extended.
- The other members of the examination committee are appointed ad hoc by the chairman of the examination committee or by his deputy.

§ 4 The pilot exemption certificate for LNG-bunker ships is requested for the reference vessel.

In order to request the exemption for LNG-bunker ships for one or more vessels of the same type for the same route, the Minister shall determine the conditions and the procedure for application and its practical handling.

The Minister shall also determine the content, organisation and practical handling of any additional parts of the proficiency test for those vessels.

Article 6.

A vessel whose commander holds a general pilot exemption certificate must, however, take a pilot on board in the following cases:

- 1° if it is wholly or partially loaded with dangerous or polluting goods in bulk or empty but not yet gas freed or stripped of hazardous residues, with the exception of vessels at anchor;
- 2° if it is part of a push convoy, unless the competent authority decides otherwise;
- 3° if it is towed, unless the competent authority decides otherwise.

A vessel must not take a pilot on board if it is an LNG-bunker vessel where the commander has a pilot exemption certificate for these ships.

Chapter V. Exemption measures

Article 7.

In the case of a situation where the weather conditions or the conditions of the vessel, the shipping, the waterway or a special or outside normal transport require so, the competent authority may, in consultation with the pilotage service decide:

- 1° to impose compulsory pilotage for the commander who is exempt from the compulsory pilotage;
- 2° to impose a compulsory pilotage for the vessels exempted from the compulsory pilotage;
- 3° to impose the obligation for the vessel to use one or more pilots.

Article 8.

In the interest of shipping and insofar as the safety of the waterway is not compromised, the competent authority may exempt a vessel from pilotage obligation in the following cases:

- 1° in case of an emergency situation;
- 2° if it cannot actually be provided with a pilot within a reasonable time. In that case, the commander shall fill in a questionnaire drawn up by the competent authority. On the basis of the questionnaire completed, the competent authority shall decide whether a single pilot exemption certificate is granted to the vessel;
- 3° if it makes a movement along the same quay or makes a similar short displacement within a waterway.

Chapter VI. Closing provisions

Article 9.

The commanders of the vessels which, on the day of publication of this decree in the Belgian Official Gazette, conduct the actual navigation on board the vessels referred to in article 4, § 1, 12° of the KB of 08 June 1971 containing the implementation of article 4 of the Law of 03 November 1967 on the piloting of sea crafts, as amended by the KB of 24 October 1980, are automatically issued with an pilot exemption certificate.

Article 9/1.

The pilot exemption certificates issued on the basis of the Ministerial Decree of 20 June 2005 on the granting of a pilot exemption certificate or the use of shore based pilots, as amended by the Ministerial Decree of 12 April 2017 remain valid for the duration for which they were issued. These pilot exemption certificates are considered as a general pilot exemption certificate.

Source: MDK - Stafdienst

2023-01/018 PILOT REQUEST ARRANGEMENT FOR VESSELS WITH AS DESTINATION A FLEMISH PORT SITUATED AT THE RIVER SCHELDT OR THE CANAL GHENT-TERNEUZEN

Pilot Request Arrangements Scheldt regulations 2013

NtM 2022-1/18 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 Attachment 1 of this decree, which are responsible for the assignment of pilots;
- 2° **Pilotage station:** 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 and Zeeland Seaports, ENSOR of the Port of Oostende (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 station as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage station. This time can be modified by the commander;
- 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 incoming 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 commander;
- 9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the commander;
- 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 commander;
- 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 commander) from the pilot request services, as specified in Attachment 1 of this decree;
- 16° **Harbour Master's Services:** the services specified in Attachment 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 station. The pilot request time is the same as the specified ETA;
- 2° Arrival type GTO: the vessel may proceed to the pilotage station 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 station 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 commander 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 station.

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 commander 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 station, 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 station;
 - 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 station;
 - 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 station;
 - 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 the 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 commander 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 station, 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 shore based 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 shore based 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 commander 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 commander when the emergency procedure is initiated or terminated.

ATTACHMENT 1

CONTACT INFORMATION FOR PILOT REQUEST SERVICES

Antwerp pilot request service

Agency for Maritime and Coastal Services
DAB Pilotage
Thonetlaan 102 bus 1
2050 Antwerp, Belgium

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
Electronic system	APICS2 & LIS21
E-mail	for commanders only
via Wandelaar	orderpilot@loodswezen.be
via Steenbank	scheldepilot@loodswezen.nl

Ghent pilot request service

Agency for Maritime and Coastal Services
DAB Pilotage
Motorstraat 109
9000 Ghent, Belgium

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
Electronic system	ENIGMA+ & LIS21
E-mail	for commanders only
via Wandelaar	orderpilot@loodswezen.be
via Steenbank	scheldepilot@loodswezen.nl

Pilot request service for coastal ports

Agency for Maritime and Coastal Services
DAB Pilotage
Car Ferry-gebouw
Doverlaan 7 box 2
8380 Zeebrugge, Belgium

Phone (24 hrs.)	+32 (0)50 35 52 39
Mobile (24 hrs.)	+32 (0)478 58 21 10
Administration	+32 (0)50 55 77 30
Website	www.loodswezen.be
Electronic system	ZEDIS-ENSOR-LIS21
E-mail	for commanders only
	orderpilot@loodswezen.be

Flemish pilot request service in Vlissingen

Agency for Maritime and Coastal Services
DAB Pilotage
Boulevard de Ruyter 2
4381 KA Vlissingen, Netherlands

Phone (24 hrs.)	+31 (0)118 42 45 40
Mobile (24 hrs.)	+32 (0)473 89 70 02
Fax (24 hrs.)	+31 (0)118 43 15 37
Administration	+31 (0)118 42 45 04
Website	www.loodswezen.be
Electronic system	APICS2, ENIGMA+ & LIS21
E-mail	for commanders only
via Wandelaar	orderpilot@loodswezen.be
via Steenbank	scheldepilot@loodswezen.nl

Pilot request service for Dutch Scheldt ports

Dutch Pilotage Service
Boulevard de Ruyter 8
4381 KA Vlissingen, Netherlands

Phone (24 hrs.)	+31 (0)118 48 95 09
Mobile (24 hrs.)	+31 (0)118 41 23 21
Administration	+31 (0)118 48 95 00
Website	www.loodswezen.nl
Electronic system	ENIGMA+ & LIS21
E-mail	for commanders only
	scheldepilot@loodswezen.nl

ATTACHMENT 2

CONTACT INFORMATION FOR HARBOUR MASTER'S OFFICES

Antwerp Harbour Master's Office

Address:	Zandvlietsluis blok A, 3rd floor, 2040 Zandvliet, Belgium
Harbour Master's phone:	+32 (0)3 205 21 82 +32 (0)3 205 21 83 +32 (0)3 205 21 84 +32 (0)3 205 21 85
Fax:	+32 (0)3 205 20 25
E-mail:	HAV_HKD/HVL/ACC@haven.antwerpen.be
Website:	www.portofantwerp.com

Ghent Harbour Master's Office

Address:	J. Kennedylaan 32, 9042 Ghent, Belgium
Harbour Master's phone:	+32 (0)9 251 04 57
Fax:	+32 (0)9 251 60 62
E-mail:	kd@havengent.be
Website:	www.portofghent.be

Zeebrugge Harbour Master's Office

Address:	Isabellalaan 1, 8380 Zeebrugge, Belgium
Harbour Master's phone:	+32 (0)50 54 32 40
Lock Master's phone:	+32 (0)50 54 32 31
Fax:	+32 (0)50 54 32 49
E-mail:	hkd@mbz.be
Website:	www.portofzeebrugge.be

Ostend Harbour Master's Office

Address:	Slijkensesteenweg 2, 8400 Ostend, Belgium
Harbour Master's phone:	+32 (0)59 34 07 11
Fax:	+32 (0)59 34 07 10
E-mail:	Harbour.Master@portofoostende.be
Website:	www.portofoostende.be

Zeeland Seaports Port Authority

Address:	Schelpenpad 2, 4531 PD Terneuzen, Netherlands
Harbour Master's phone:	+ 31 (0)115 64 74 44
Fax:	+ 31 (0)115 64 74 45
E-mail:	hd@zeelandseaports.com
Website:	www.zeelandseaports.com

Source: MDK – DAB Loodswezen

2023-01/019 PILOT REQUEST ARRANGEMENTS FOR VESSELS HAVING A FLEMISH PORT AS DESTINATION AND FOR A VOYAGE BETWEEN TWO FLEMISH PORTS

Pilot request arrangements Pilotage Decree

NtM 2022-1/19 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 Attachment 1 which has been included with this decree;
- 2° **pilotage station:** 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 Oostende (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 station as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage station. This time can be changed by the commander;
- 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 incoming 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 commander;
- 9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the commander;
- 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 commander;
- 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 Attachment 1 which has been included with this decree;
- 15° **Harbour Master's Services:** the services specified in Attachment 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 station. The pilot request time is the same as the specified ETA;
- 2° arrival type GTO: the vessel may proceed to the pilotage station 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 station 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 commander 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 station.

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 commander 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 station, 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 station;
 - 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 station;
 - 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 station;
 - 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 commander 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 station, 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 commander 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 commander when the emergency procedure is initiated or terminated.

ATTACHMENT 1

CONTACT INFORMATION FOR PILOT REQUEST SERVICES

1° Antwerp pilot request service

Agency for Maritime and Coastal Services
DAB Pilotage
Thonetlaan 102 bus 1
2050 Antwerp
Belgium

Tel. 24/7:	+32 (0)3 232 02 29 +32 (0)3 231 89 52
Mobile (24/7):	+32 (0)476 58 01 49
Fax (24/7):	+32 (0)3 232 20 85
Administration:	+32 (0)3 222 40 06
Website:	www.loodswezen.be
Electronic system:	APICS2 & LIS21
E-mail:	for captains only
	orderpilot@loodswezen.be
	secretariaat-SVM@portofantwerp.com

2° Ghent pilot request service

Agency for Maritime and Coastal Services
DAB Pilotage
Motorstraat 109
9000 Ghent, Belgium

Tel. 24/7:	+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 (24/7):	+32 (0)478 58 14 80
Fax (24/7):	+32 (0)9 251 63 21
Administration:	+32 (0)9 250 57 30
Website:	www.loodswezen.be
Electronic system:	ENIGMA+ & LIS21
E-mail:	for captains only
	orderpilot@loodswezen.be

3° Pilot request service for coastal ports

Agency for Maritime and Coastal Services

DAB Pilotage

Car Ferry building

Doverlaan 7 box 2

8380 Zeebrugge, Belgium

Tel. 24/7:	+32 (0)50 35 52 39
Mobile (24/7):	+32 (0)478 58 21 10
Administration:	+32 (0)50 55 77 30
Website:	www.loodswezen.be
Electronic system:	ZEDIS-ENSOR-LIS21
E-mail:	For captains only
	orderpilot@loodswezen.be

ATTACHMENT 2

CONTACT INFORMATION FOR HARBOUR MASTER'S SERVICES

1° Antwerp Harbour Master's Office

Address:	Zandvlietsluis blok A, 3rd floor, 2040 Zandvliet, Belgium
Harbour Master's phone:	+32 (0)3 205 21 82 +32 (0)3 205 21 83 +32 (0)3 205 21 85
Fax:	+32 (0)3 205 20 25
E-mail:	secretariaat-SVM@portofantwerp.com
Website:	www.portofantwerp.com

2° Ghent Harbour Master's Office

Address:	J. Kennedylaan 32, 9042 Ghent, Belgium
Harbour Master's phone:	+32 (0)9 251 04 57
Fax:	+32 (0)9 251 60 62
E-mail:	kd@havengent.be
Website:	www.portofghent.be

3° Zeebrugge Harbour Master's Office

Address:	Isabellalaan 1, 8380 Zeebrugge, Belgium
Harbour Master's phone:	+32 (0)50 54 32 40
Lock Master's phone:	+32 (0)50 54 32 31
Fax:	+32 (0)50 54 32 49
E-mail:	hkd@mbz.be
Website:	www.portofzeebrugge.be

4° Ostend Harbour Master's Office

Address:	Slijkensesteenweg 2, 8400 Ostend, Belgium
Harbour Master's phone:	+32 (0)59 34 07 11
Fax:	+32 (0)59 34 07 10
E-mail:	Harbour.Master@portofoostende.be
Website:	www.portofoostende.be

Source: MDK - DAB Loodswezen

2023-01/020 USE OF THE PILOT PLUG DURING PILOT OPERATIONS

NtM 2022-1/20 cancelled

The Dutch and Flemish pilots are using the Qastor software on their PPU during pilot operations in and out of 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 AIS 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: MDK – DAB Loodswezen

2023-01/021 WESTERN SCHELDT - FLUSHING ROADS: SPECIAL SIGNALS CONCERNING THE PILOTAGE

NtM 2022-1/21 cancelled

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 (storm pilotage). 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. Storm pilotage

Storm pilotage West station



one green light

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

Storm pilotage North station



one red light

For all vessels

Only for not-SWATH-operable vessels



two green lights next to each other



two red lights next to each other

The pilot service 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

2023-01/022 SHORE BASED PILOTAGE (LOODSEN OP AFSTAND (LOA)) IN THE EVENT OF STORM PILOTAGE

NtM 2022-1/22 cancelled.

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 commander/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. shore based pilotage;
 - c. wait offshore (moving or anchored).
2. The commander/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 commander/traffic participant 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 commander/traffic participant 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 commander/traffic participant is regarded as satisfying the requirements of compulsory piloting.
7. Traffic information to the ship under LOA is given by the LOA pilot, traffic information to the other shipping is given by the traffic centre concerned.
8. 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 commander during LOA

1. The commander/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 commander/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 attachment 1, paragraph 1, 2 and 3 of the Western Scheldt Shipping Regulations 1990 (SRW).
3. Gas tankers categorized as a Voyage Plan IMO 2 gas tanker as defined in the “Joint notification Transport of dangerous substances with gas tankers inside the GNB area, article 1, part f”.
4. Ships categorized as such by the 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 substances as referred to in attachment 1, paragraph 4 of the Western Scheldt Shipping Regulations 1990.
2. An exemption from the ships referred to in paragraph 1 may be granted if the criteria of the attachment to this Joint Notification are met.

Article 5. Waterways excluded from shore based pilotage

1. Upstream of Flushing Roads, 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 (Vaargeul Westpit) from the vicinity of NE Akkaert

1. The commanders 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 latter 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 buoy Akkaert-NE 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 routes: buoy A-S/A-N – Flushing Roads and buoys WP 3/WP 4 – Flushing Roads.
2. The criteria for the LOA ship are:
 - Length overall not more than 180 m
 - Maximum draught not more than 80 dm
 - RoRo carriers, car carriers (PCC) and similar vessels larger than 175 m in length are categorically excluded from this and are not eligible for LOA.

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 W 6/W 7.
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 Flushing Roads LOA is provided from Zeebrugge Traffic Centre in the following VTS areas.

Wandelaar

Call sign	Radar Pilot Wandelaar
Boundary	The area approximately enclosed by the buoys MiddelkerkeBk/A-S/A-N/ Position 51°28,75'N 002°56,00'E/VG6/S2/A1bis
VHF	65

Zeebrugge

Call sign	Radar Pilot Zeebrugge
Boundary	Area enclosed by the buoys A1bis/S2/VG6/Position 51°28,75'N 002°56,00'E/WP 3/WP 4/W 4/W 5
VHF	69

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

Vlissingen

Call sign	Radar Pilot Vlissingen
Boundary	Area enclosed by the buoys W 4/W 5/OG 17/Rede van Vlissingen or until pilot onboard.
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 route Schouwenbank Junction – Westkapelle. The pilot vessel will be in the immediate vicinity of the ship to be piloted before the ship to be piloted passes buoy OG 9.
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 route Schouwenbank Junction 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 Flushing Roads. 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 VHF 79 to relieve the load on the traffic channel. Steenbank Traffic Centre informs the ship when VHF 79 must be on stand-by.

Article 11. Outbound

No outbound LOA is provided for the Oostgat.

Article 12. Traffic Centre

On the route Schouwenbank – Westkapelle, LOA is provided in the VTS area from Vlissingen Traffic Centre:

Steenbank

Call sign	Radar Pilot Steenbank
Boundary	Schouwenbank Junction - Northern approach Oostgat
VHF	64

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

Article 13. Piloting advice from another ship

Depending on the circumstances, technical options, types of ship, sort of cargo and traffic situation, the GNA 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 GNA.

SHIPS THAT ARE ELIGIBLE FOR SHORE BASED PILOTAGE 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 meet the following conditions:

CONDITIONS:**1. LOA-IMO ship list**

The ship must be on the list of LOA-IMO ships, which the GNA has determined are in principle eligible for 'Shore based pilotage', partly based on the local familiarity of the commander/traffic participant.

2. An application must be submitted.

Applications to join or remain on the LOA-IMO ship list shall be addressed in writing to:

[The Common Nautical Authority \(GNA\) VTS-Scheldt Area](#)

Commandoweg 50

4381 BH Vlissingen, NL

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 commander(s)/traffic participant(s) with adequate local experience
- length overall
- 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 which does not have to sail according to a voyage plan (not a voyage Plan IMO 2 gas tanker)
- Overview of the frequency of visits to the Western Scheldt in the previous 12 months with the name of the duty commander(s)/traffic participant(s) on board.

The GNA shall assess whether or not the ship is eligible for 'shore based pilotage'. The application mentioned under 2 is answered in writing by the GNA. The shipping companies (agencies) concerned must pass on any changes without delay.

The GNA may refuse to process applications submitted less than 24 hours prior to the ETA Steenbank or Wandelaar for the relevant call.

The GNA may ask for random evidence of supplied data such as the frequency of the calls with the commander/traffic participant concerned.

3. There must be a positive assessment.

The following criteria are used in the assessment:

- Gas tanker that is not required to sail according to a voyage plan (not a Voyage Plan IMO 2 Gas tanker).
- Length overall not more than for:

Scheur / Wielingen	140 m
Steenbank / Oostgat approach:	110 m

- Maximum draught not more than for:

Scheur / Wielingen	60 dm
Steenbank / Oostgat approach:	50 dm

- Number of voyages:
 - a. In the previous 12 months, the commander/traffic participant has completed at least 4 voyages on the relevant LOA route for which the ship wishes to be eligible for LOA.
 - b. The routes are:
 - Wandelaar – Flushing Roads
 - Steenbank – Flushing Roads

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 063-2022, GB 05-2022

2023-01/023 INDICATION OF LOCATIONS FOR SHORE BASED PILOTAGE

NtM 2022-1/23 cancelled

Shore based pilotage for the Common Nautical Management Area shall be carried out from the following locations:

- Vlissingen traffic centre
- Zeebrugge traffic centre

Source: GNA Bass 004-2015, GB 01-2015

2023-01/024 FAIRWAYS, MAIN FAIRWAYS AND SECONDARY FAIRWAYS IN THE CONTROL AREA OF THE COMMON NAUTICAL AUTHORITY

NtM 2022-1/24 cancelled

The fairways in the management area of the Common Nautical Authority are, by the Joint Notification 01-2022, 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 and the Dutch Shipping Regulations for the Territorial Sea apply, are:

- the Vaargeul 1;
- the Scheur;
- the Belgian part of the Wielingen;
- the Westpit.

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 Beneden-Zeeschelde 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 Ossensisse;
- the Overloop van Hansweert;
- the Zuidergat;
- the Bocht van Walsoorden;
- the Overloop van Valkenisse;
- the Nauw van Bath;
- the Pas van Rilland;
- The Beneden-Zeeschelde from the Belgian - Dutch border up to the Upper End of the Antwerp Roads, with exception of the lock channels and the Deurganckdok.

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 Beneden-Zeeschelde 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 Scheldt area of the GNA.

Explanation:

Article 2, Main fairways, should be seen in conjunction with the Joint Notification 'Limits parallel routes along the main fairway'. In accordance with the provisions of the Joint Notification, these parallel routes belong to the main fairway and are part of it.

Outside the management area of the GNB are the following relevant channels in the area where the Police and Shipping Regulations for the Belgian territorial sea, coastal ports and beaches apply:

- Pas van het Zand
- Aanloop Oostende

The limits of these channels are marked by buoyage and beaconing.

Source: GNA Bass 040-2022, GB 01-2022

2023-01/025 WESTERN SCHELDT: LIMIT OF PARALLEL ROUTES ALONG THE MAIN FAIRWAYS

NtM 2022-1/25 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 (main fairways) of GNA Joint Notification "Fairways – Main Fairways - Secondary Fairways".
- 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 GNA Joint Notification "Fairways - Main Fairways - Secondary Fairways in the management area of the Common Nautical Management" 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. **Between the Braakmanhaven and the Hoek van Ossenissee**, the "Fietspad" will be marked by:
 1. On the red side of the main fairway: F 14/F 16/F 18/F 20/F 20A/F 22/F 24/F 26/F 28/F 28A/F 28B/F 30/F 32/F 34
 2. On the green side of the main fairway: F 31/F 33/F 35/F 37
- b. **Between Hansweert and Perkpolder**, the "Fietspad" will be marked by:
 1. On the red side of the main fairway: F 42/F 42A/F 44/F 46/F 48/F 48A
 2. On the green side of the main fairway: F 47/F 49/F 51/F 53/F 53A/F 55
- c. **Between Walsoorden and Marlemon** the "fietspad" will be marked by:
 1. On the red side of the main fairway: F 48B/F 50/F 52/F 54/F 56/F 56A
 2. On the green side of the main fairway: F 65/F 65A/F 67/F 69
- d. **At Konijnenschor**, the "Fietspad" will be marked by: F 58/F 60/F 62/F 64A/F 64B/F 66

Change (Source: Bass 145-2022, Bass 159-2022):

F 49 en F 56 are permanently removed.

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 GNA Joint Notification "Fairways – Main Fairways - Secondary Fairways". Article 6, paragraph 2 of the Shipping Regulations Western Scheldt 1990 therefore applies in full.

Source: GNA Bass 121-2020, GB 05-2020, Bass 124-2021, Bass 023-2022, Bass 145-2022, Bass 159-2022

2023-01/026 ANCHORAGES IN THE MANAGEMENT AREA OF THE COMMON NAUTICAL MANAGEMENT

NtM 2022-1/26 cancelled

Considering article 9, paragraph 5, and article 54 of the Shipping Regulations Western Scheldt 1990; considering articles 6, 8 and 33 of the Police Regulations of the Beneden-Zeeschelde; the following anchorages and rules are laid down.

Article 1. Anchorages for LNG vessels arriving at or departing from the harbour of Zeebrugge

If there is a pilot on board, the anchorage is assigned by the VCZB (traffic center Zeebrugge) in consultation with the operating pilot.

If there is no pilot on board, the VCZB assigns the anchorage Westhinder.

Article 2. Western Scheldt and its estuaries

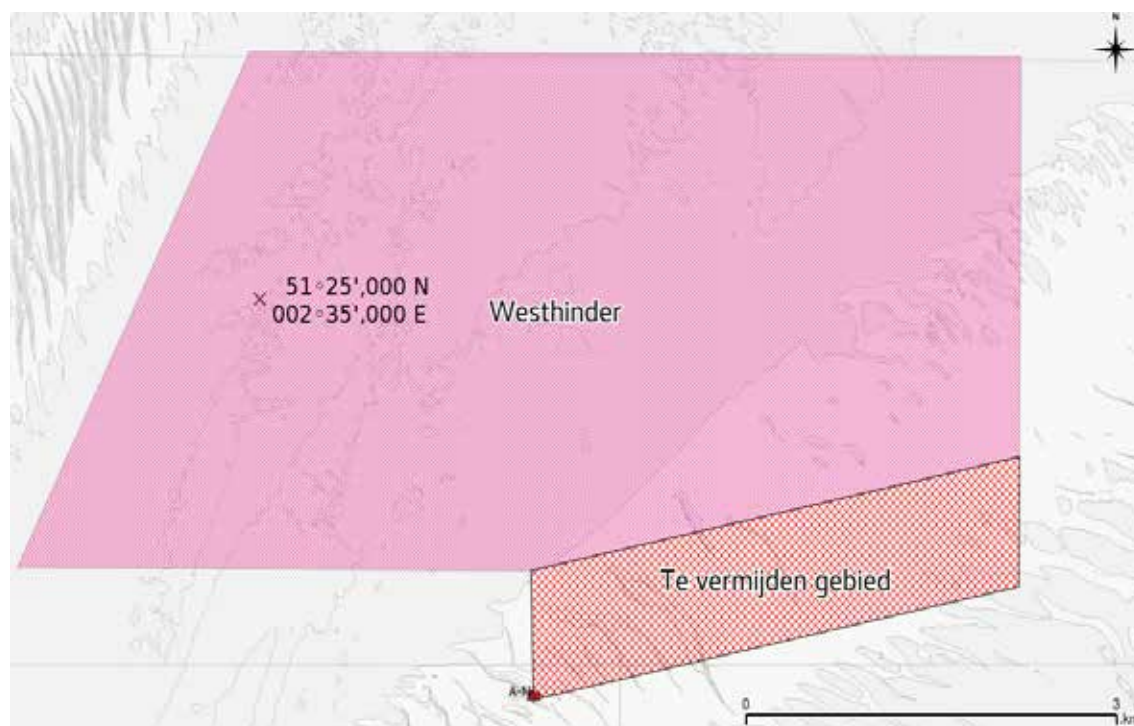
2.1. The following areas in the Western Scheldt and its estuaries can be used as anchorages:

N.B. In some anchor areas, an arbitrary position is set for orientation.

2.1.1. Anchor area Westhinder

This area is bordered by the lines:

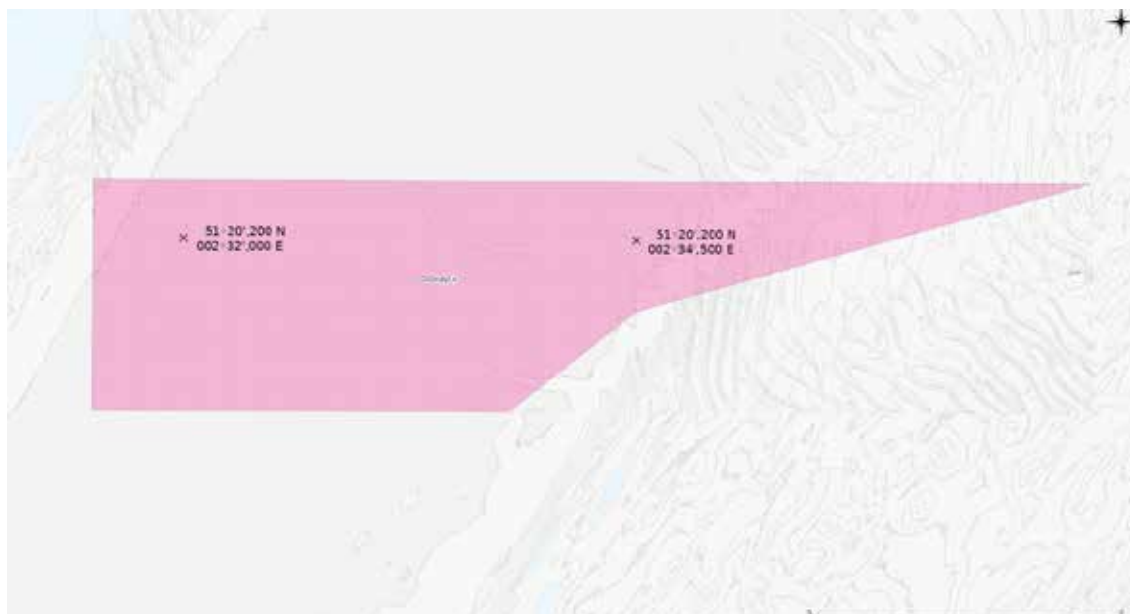
From position:	51°25,95'N	002°34,92'E
To:	51°25,95'N	002°40,30'E
To:	51°24,40'N	002°40,30'E
To:	51°23,95'N	002°36,90'E
To:	51°23,95'N	002°33,32'E



Shipping may not throw its anchor on or in the vicinity of the wreck "Duc de Normandie" in the position 51°25,52'N - 002°36,34'E.

2.1.2. Anchor 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

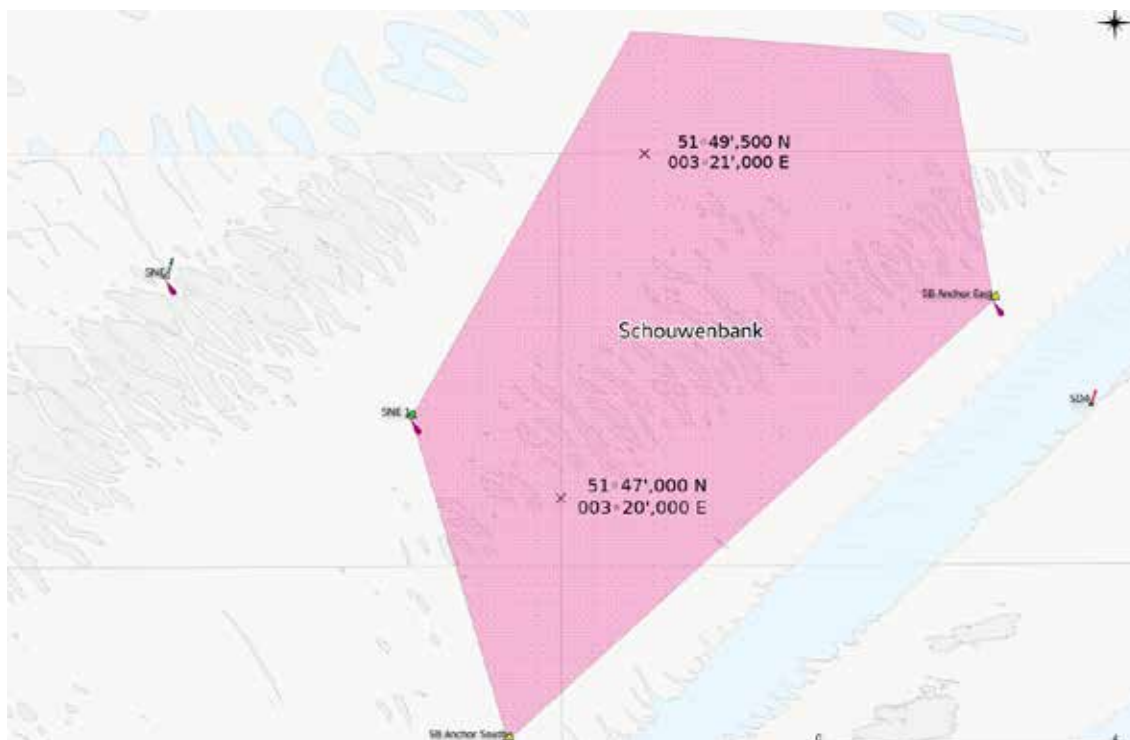


Shipping is made aware of the presence of telecommunication and export cables just above the northern limit of the anchor area Oostdyck. When anchoring, sufficient account must be taken to keep the anchor within the limits of the Oostdyck anchor area.

2.1.3. Anchor area Schouwenbank

This area is bordered by the lines:

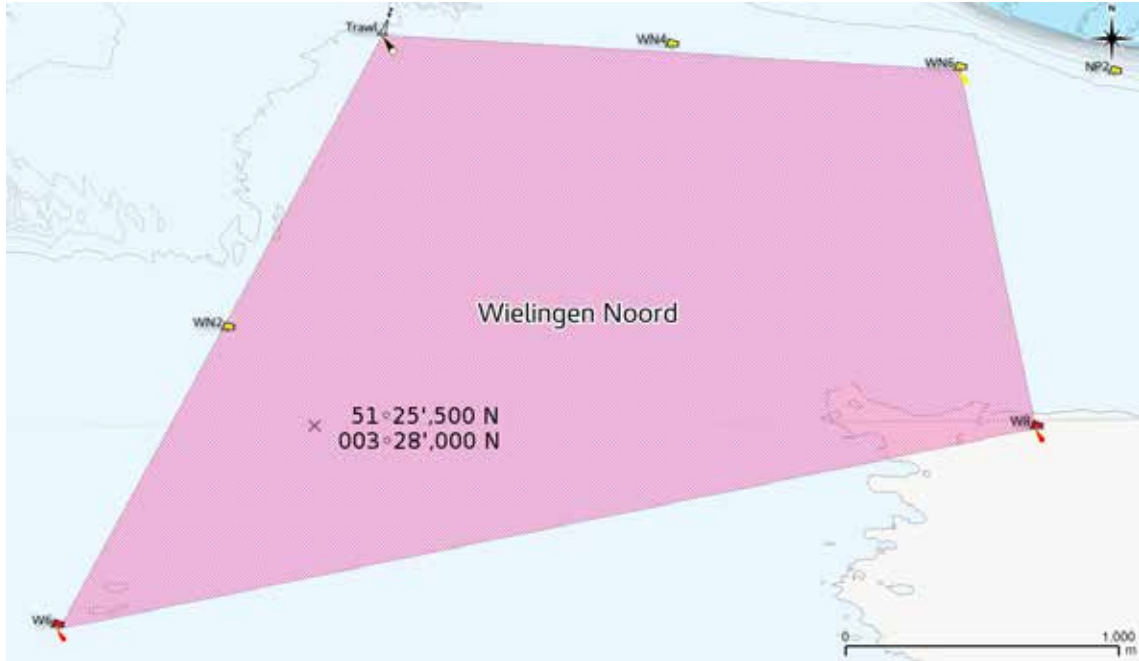
From position:	51°47,58'N	003°18,25'E (Buoy SNE 1)
To:	51°50,38'N	003°20,84'E
To:	51°50,20'N	003°24,58'E
To:	51°48,42'N	003°25,09'E (Buoy SB Anchor East)
To:	51°45,24'N	003°19,37'E (Buoy SB Anchor South)



2.1.4. Anchor area Wielingen Noord

This area is bordered by the lines:

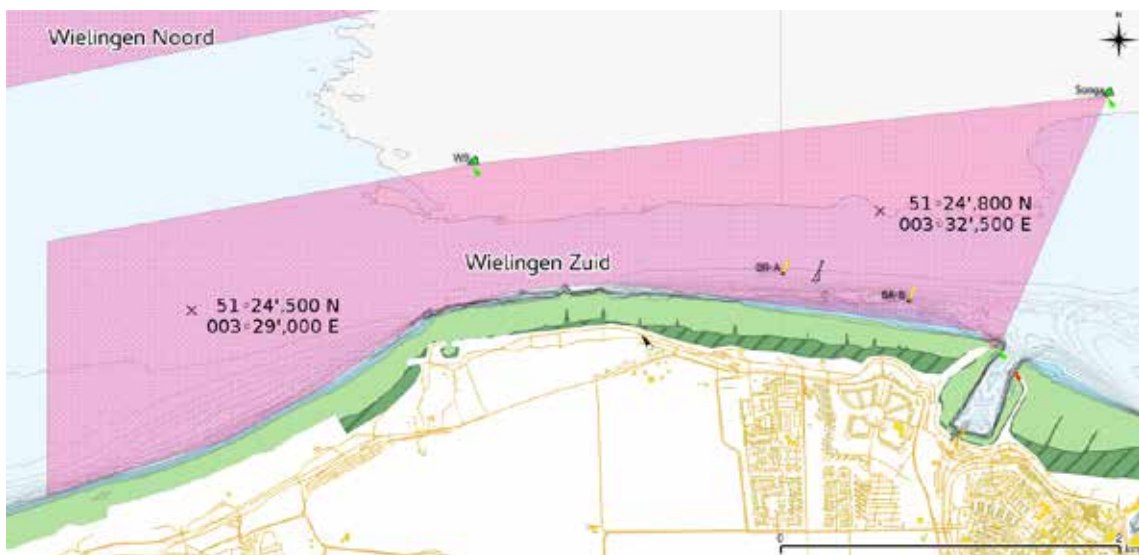
- joining the buoys/barrels: W6/WN2/Trawl'
- joining the buoys/barrels: Trawl'/WN4/WN6
- joining the buoys/barrels: WN6/W8
- joining the buoys: W8/W6



2.1.5. Anchor area Wielingen Zuid

This area is bordered by the lines:

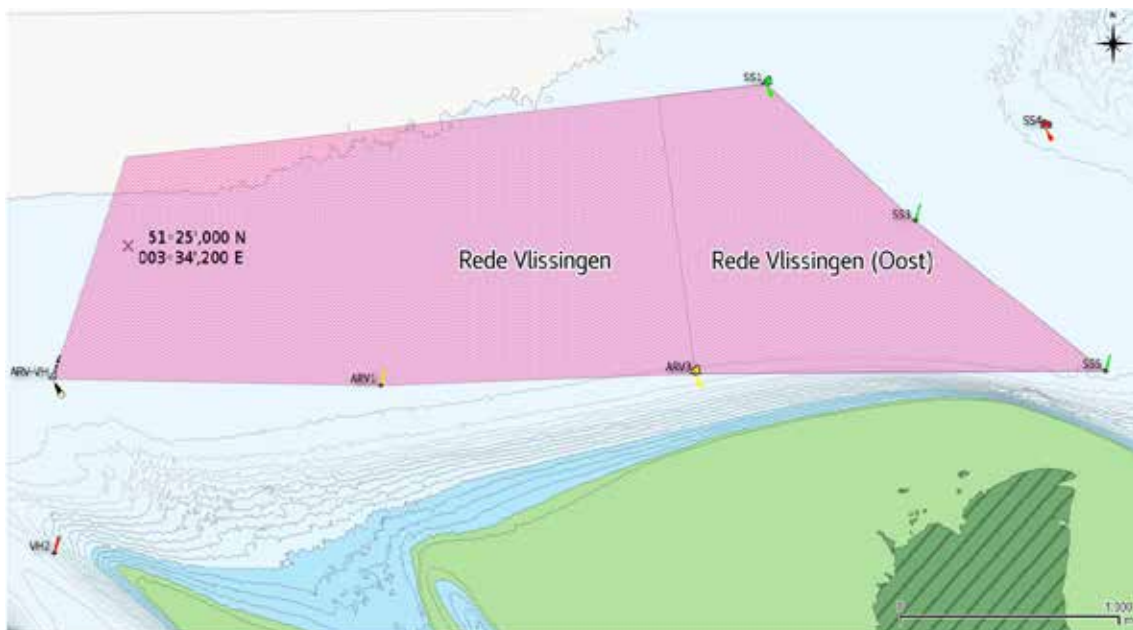
- along the meridian of the extinguished shore light "Kruishoofd"
- over the buoys: W7/W9/Songa
- over the buoy "Songa" and the head of the western dam Veerhaven Breskens along the Zeeuws-Vlaamse coast



2.1.6. Anchor area Flushing Roads

This area is bordered by the lines:

- over the tower of the Reformed Church of Breskens and from buoy ARV-VH to position $51^{\circ}25',19\text{ N}$ $003^{\circ}34',16\text{ E}$
- from position $51^{\circ}25',19\text{ N}$ $003^{\circ}34',16\text{ E}$ E to buoy SS1
- over the the buoy SS1 and the spar ARV5
- over the buoys and spars: ARV5/ARV3/ARV1/ARV-VH



2.1.7. Eastern part Flushing Roads

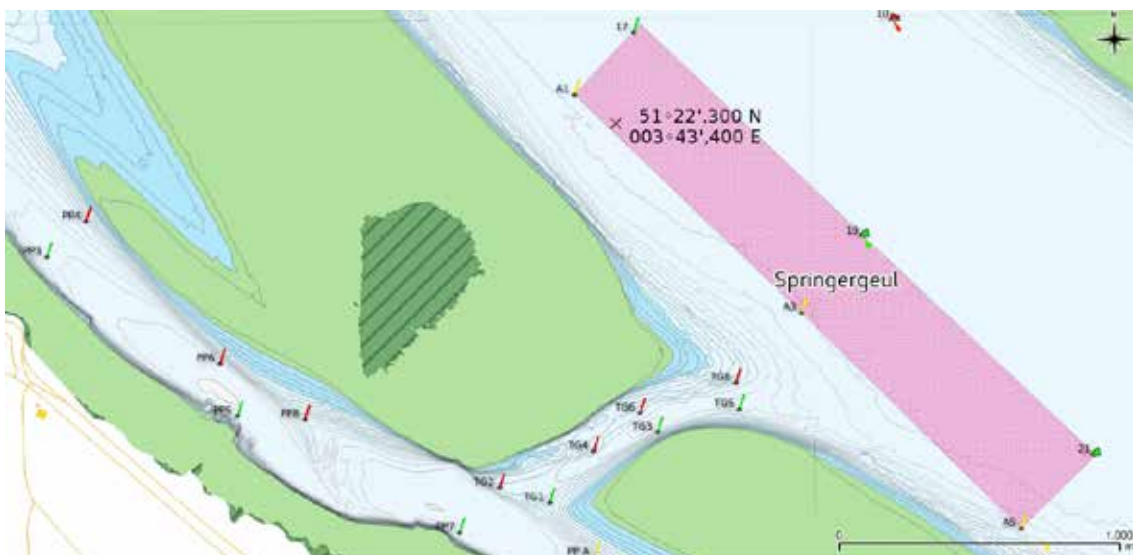
This area forms an integral part of the total anchor area Flushing Roads as described in 2.1.6. and is bounded by the lines:

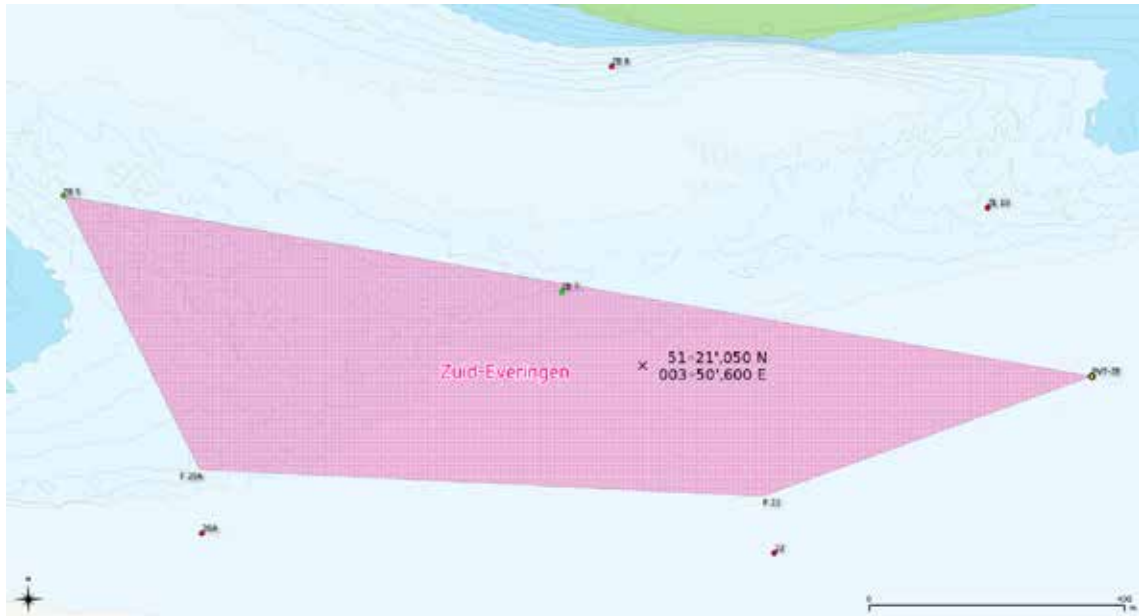
- from the western harbour light of the Buitenhaven Vlissingen over the buoy ARV3 from the position 51°25,31'N 003°36,29'E to the ARV3
- from the position 51°25,31'N 003°36,29'E to the buoy SS1
- over the buoy SS1 and the spar ARV5
- over the spar ARV5 to the buoy ARV3

2.1.8. Anchor area Springergeul

This area is bordered by the lines:

- over the buoys: A1/17
- over the buoys: 17/19/21
- over the buoys: 21/A5
- over the buoys: A5/A3/A1





2.1.10. Anchor area Marlemon

This area is bordered by the lines:

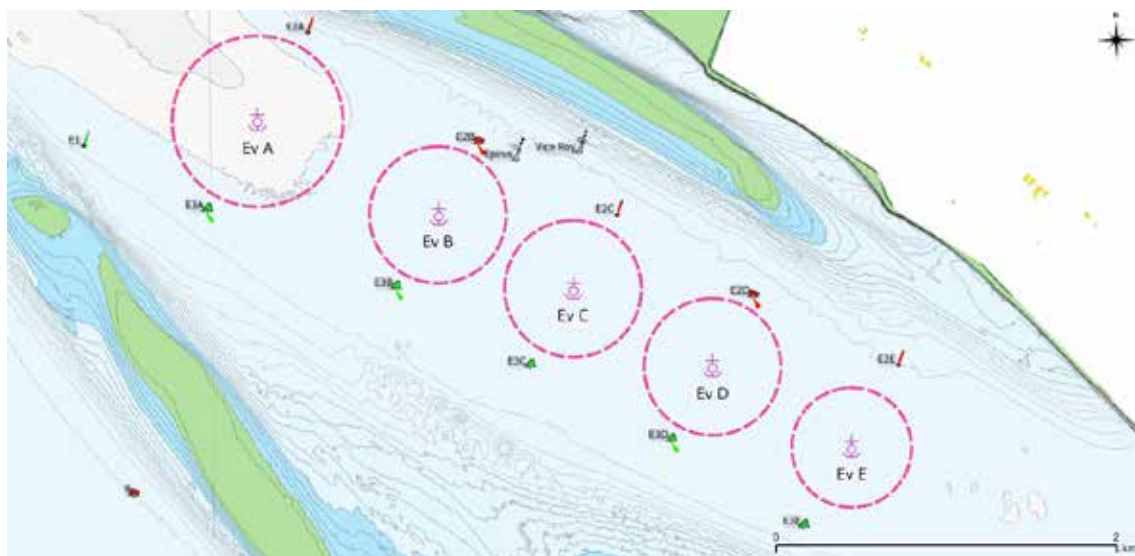
- over the buoys: 69A/NvB-MA
- over the buoys: NvB-MA/MA 5
- over the buoys: MA 5/MA 3/MA 1
- over the buoys: MA 1/69A



2.2. The following positions in the Western Scheldt are designated for use as anchorages:

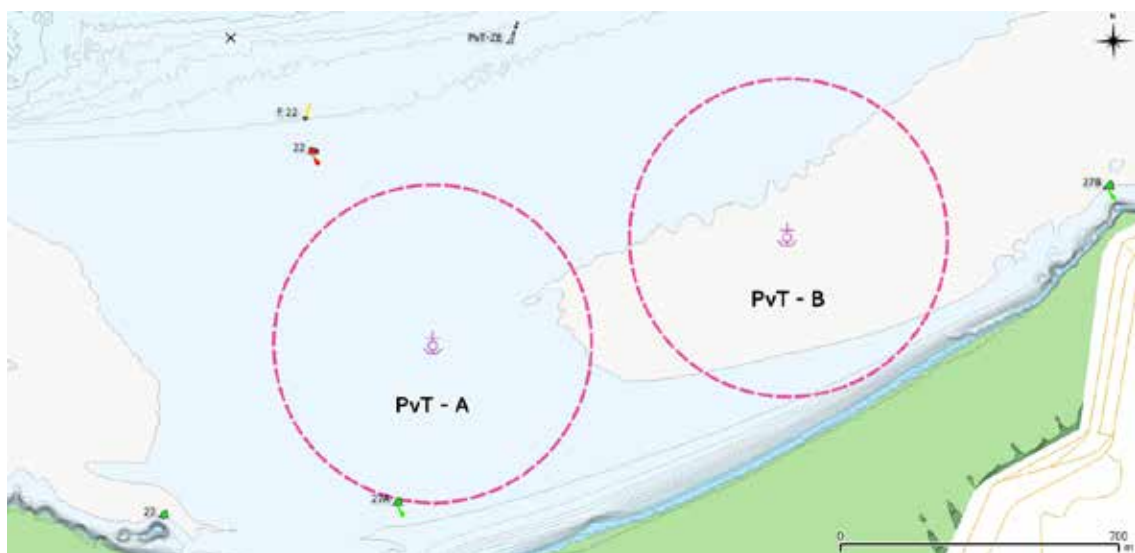
2.2.1. Anchor positions In the Everingen:

Everingen A:	51°24,17'N	003°44,24'E	with a radius of 500 m
Everingen B:	51°23,87'N	003°45,15'E	with a radius of 400 m
Everingen C:	51°23,63'N	003°45,83'E	with a radius of 400 m
Everingen D:	51°23,38'N	003°46,53'E	with a radius of 400 m
Everingen E:	51°23,12'N	003°47,23'E	with a radius of 350 m



2.2.2. Anchor positions In the Put van Terneuzen:

Put van Terneuzen A:	51°20,63'N	003°51,03'E	with a radius of 400 m
Put van Terneuzen B:	51°20,77'N	003°51,80'E	with a radius of 400 m



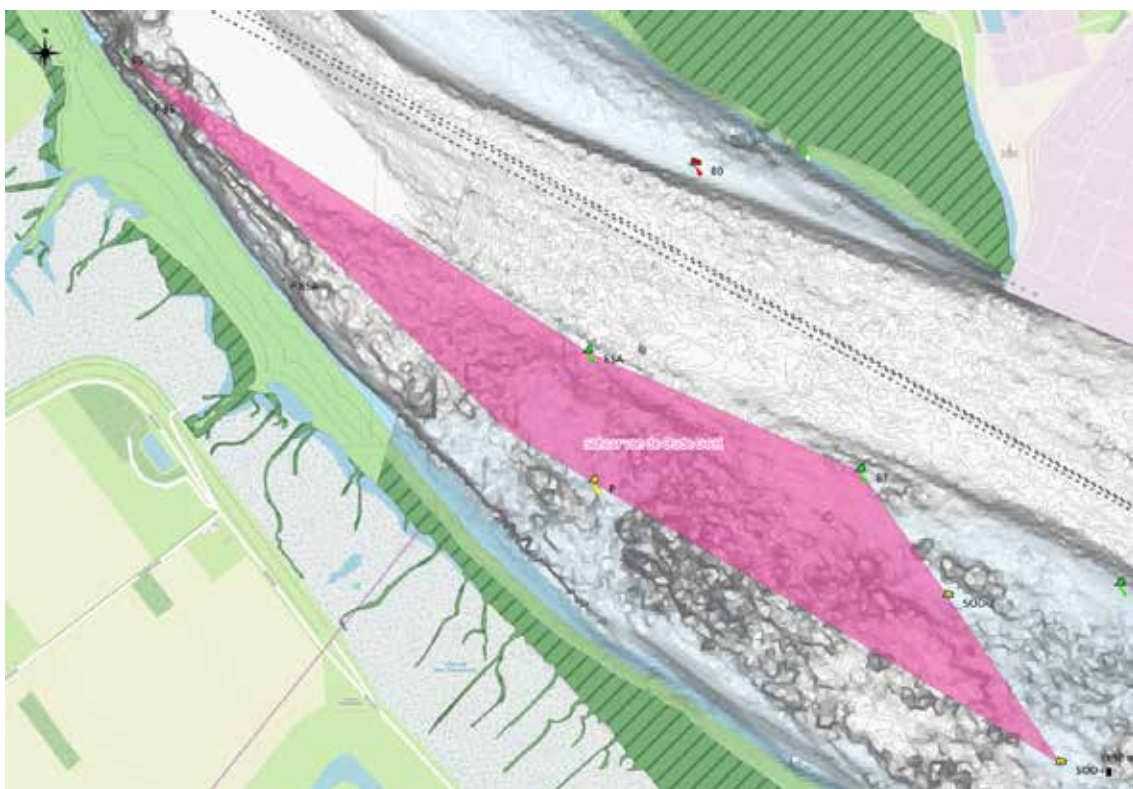
2.3. Rules for occupying the anchor areas mentioned in 2.1 and 2.2

- 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.
The permission referred to here that is granted in the anchor areas 2.1.4. up to and including 2.1.10. and the anchor positions 2.2.1. up to and including 2.2.2., under normal circumstances, is limited to a maximum period of 24 hours.
- 2.3.2.** For gas tankers, governed by the Joint Notification "Transport of dangerous substances with gas tankers inside the GNB working area", the following applies. If these tankers (so-called large gas vessels) are allowed (clearance) by the GNA and unable to comply with the regulations in force due to force majeure, the GNA can indicate a position where anchoring can take place. This position will preferably be as western as possible in the anchor area Wielingen-Noord, or if available in the Everingen, position "A".
- 2.3.3.** Vessels loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Attachment 1 of the Shipping Regulations Western Scheldt 1990, must exclusively come to anchor in the anchor area Wielingen Noord, whenever it is necessary.
A vessel loaded with substances, mentioned in Attachment 1 under paragraph 1 and 2 of the Shipping Regulations Western Scheldt 1990, is not allowed to anchor in the management area of the GNB, with exception of the anchor areas Schouwenbank and Westhinder. In case of emergency, anchoring can only be done in the anchor area Wielingen-Noord with the permission of the GNA.
- 2.3.4.** 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 Attachment 1 of the Shipping Regulations Western Scheldt 1990 and do not enter into the category of vessels mentioned under 2.3.3, can, in case of difficulties of nautical or meteorological nature, come to anchor in the anchor area Eastern part of the Flushing Roads or another anchor area. The vessel can only come to anchor after having obtained authorization from the GNA.
- 2.3.5.** Tide-dependent vessels, with a draught of 140 dm or more, and which due to circumstances cannot complete their journey through the GNB area in one go, are obliged to come to anchor in a position assigned by the GNA that basically will be the Wielingen Zuid area, east of the small port of 'Nieuwe Sluis'.
- 2.3.6.** In special cases, an anchor area in the Everingen or in the Put van Terneuzen will be assigned by the GNA with a maximum duration of 24 hours under normal circumstances.
- 2.3.7.** Permission for anchoring in the positions mentioned in article 2.2 (Everingen and Put van Terneuzen) must be requested in writing from the GNA. Hereby the following applies that if a ship departs from one of the Scheldt ports, this request cannot be submitted earlier than 9 hours before departure.

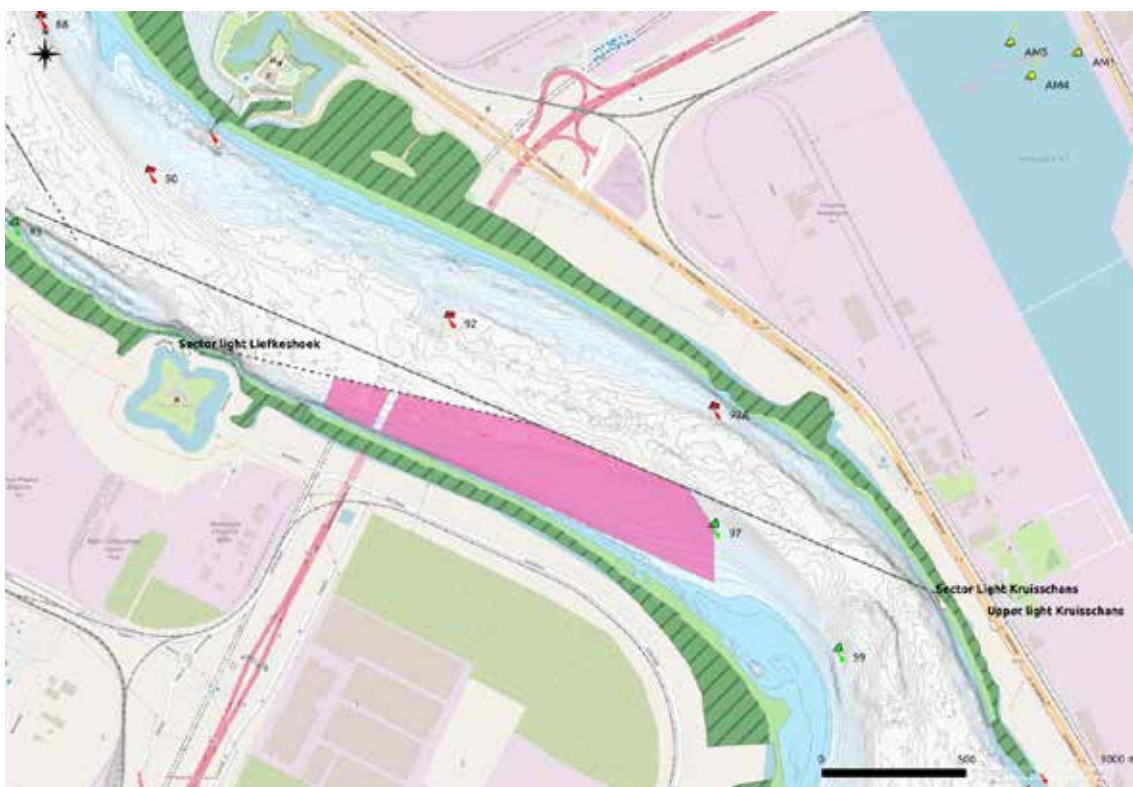
Article 3. Beneden-Zeeschelde

3.1. Areas in the Beneden-Zeeschelde that can be used as an anchorage area subject to the regulations indicated in that case

- 3.1.1.** 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 Ouden Doel"
- i. Between buoys 85, 85a and 87, just south of the buoys line, in the white sectors of Zuid-Saeftinghe and Noord 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 anchor area.



- b) below the left bank, south of the line of lights of Liefkenshoek
- South of the line of lights of Liefkenshoek and Kruisschans, upward of Haltermann jetty (Monument Chemical) up to the buoy 97. The line of lights of Liefkenshoek (283°) and the line of lights of Kruisschans (112°) provide guidance here.
 - Do not anchor above the Liefkenshoek tunnel.



- c) below the right bank, upstream of the "Meestooft" beacon
on the understanding that:
- 1° in this anchor area, sea-going vessels must come to anchor as close as possible to the right bank, and
 - 2° in the southern part of this anchor area, other vessels must also come to anchor as close as possible to the right bank.
 - i. Under the right bank, across from the 'Meestooft' beacon up to no. 94. In the line of lights "Ankerplaats Meestooft" 039°. Draught restrictions apply to this anchor area, which must always be requested at the traffic centre Zandvliet before dropping anchor.



- d) below the left bank south of the line of lights "Oosterweel"
- i. South of the line of lights of "Oosterweel" and upward of the buoy 116 to the boundary of the green and white sectors in the beacon of the Rooyerssluis. A sinker runs diagonally across the anchorage area, marked by an anchoring prohibition sign (pipeline) that is illuminated at night.

Change (source: bass 123-2021):

The northern boundary of the Oosterweel anchorage area has been marked by 2 virtual AIS marker objects (V-AtoN: AO-W and AO-O) at 12:00 on 15 November 2021. The part of the anchorage area east of the pipeline has expired since 15 November 2021.



e) below the left bank “Rede van Antwerpen”

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



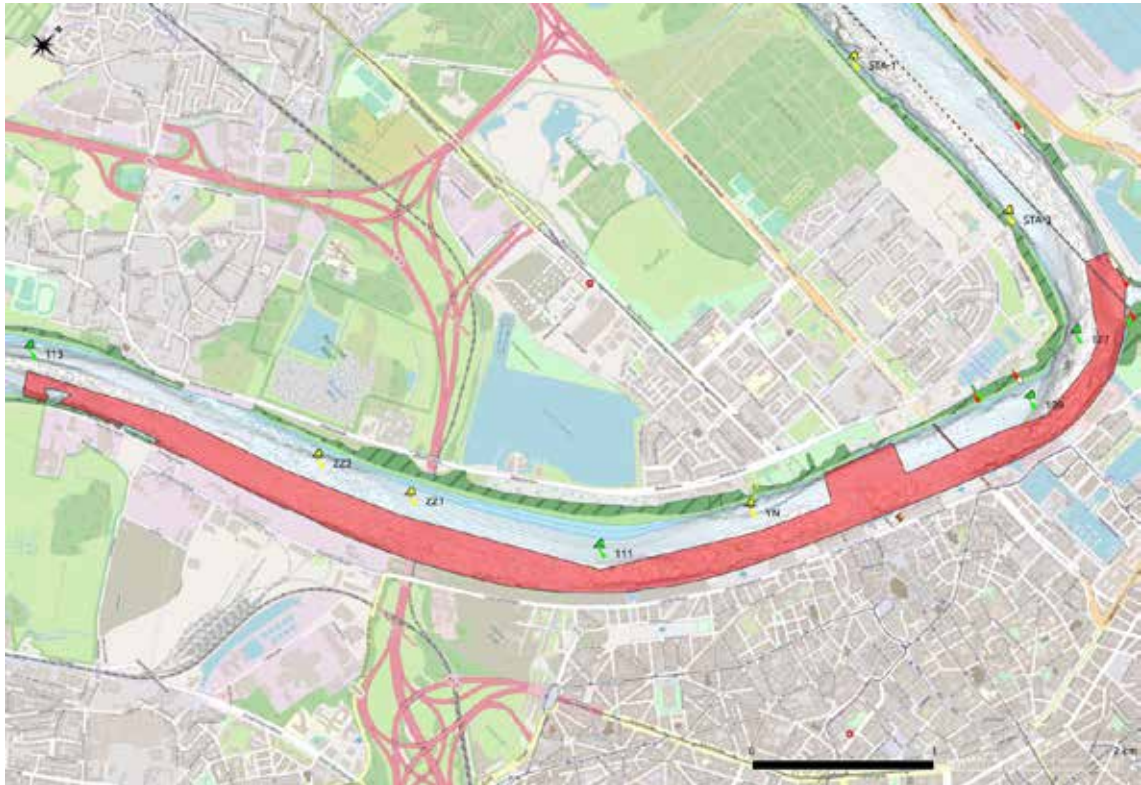
3.1.2. Notwithstanding the provisions of article 3 paragraph 1, part 3 up to and including 5, paragraph 2 and paragraph 3, part 2, a vessel can drop anchor in the section of the Beneden-Zeeschelde located between the extension of the straight line drawn through the two directional posts placed at approximately 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 anchor at the rim of the navigation channel, and
2. other vessels must drop anchor as close as possible to the bank.

3.1.3. In the interest of safe shipping, the GNA can assign the anchor areas, mentioned in art. 3, paragraph 1, parts 1 and 2, for the vessels indicated by the GNA.

3.1.4. In any case it is forbidden to drop anchor in the section of the Beneden-Zeeschelde referred to in paragraph 1, part 2:

1. between the centre of the navigation channel and the right bank from the southern boundary of the Beneden-Zeeschelde up to the straight line drawn from the sector light 150 m west of the western head of the access channel up to the Royerssluis;
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.



- 3.1.5.** In the section of the Beneden-Zeeschelde, located between the zone laid down in paragraph 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 over all of 90 m or less can come to anchor provided the GNA grants authorization.
Sea-going vessels, with a length over all of more than 90 m having the Boven-Zeeschelde as a destination or sailing down the Boven-Zeeschelde and which must perform pilot operations or customs, immigration and other formalities, must anchor on the Oosterweel roads to that end. or customs, immigration and other formalities, must come to anchor on the Oosterweel roads to that end.



3.1.6. Notwithstanding the provisions in paragraph 1, part 1, vessels in the Beneden-Zeeschelde 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 on lines of lights, 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.

3.1.7. 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.

3.2.Anchor areas

Stretches in the Beneden-Zeeschelde, subject to the indicated regulations which can be used by state-owned vessels, vessels for assistance and security services and recreational vessels for mooring or coming to anchor:

3.2.1. On the Beneden-Zeeschelde, 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.



- 3.2.2.** All other vessels than those referred to in paragraph 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. In the southern strip, other vessels can however moor or drop anchor with the authorization of the GNA.

3.3. Other rules:

- 3.3.1.** Vessels can anchor only after having obtained authorization from the GNA. This authorization can be subject to regulations.
- 3.3.2.** Without authorization of the GNA, the following restrictions apply with regard to mooring of anchoring for a vessel loaded with dangerous substances or declared not to be gas-free of substances as mentioned in article 34 of the Police Regulation Beneden-Zeeschelde. In deviation of the provisions in paragraph 3.2, it is not allowed to drop anchor nor moor in the section of the Beneden-Zeeschelde 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 Royerssluis.

Source: Bass 042-2019, GB 01-2019, Bass 123-2021, Bass 023-2022

2023-01/027 WESTERN SCHELDT - OOSTGAT-SARDIJNGEUL: ADJUSTMENT OF SAILING BEHAVIOUR

NtM 2022-1/27 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.

Then the following rules are established by Joint Notification 06-2011:

1. As a part of the requirement of 'Goed 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 advance 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 m to pass each other in the Sardijngeul;
4. Seagoing vessels with an overall length equal to or over 80 m 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

2023-01/028 BENEDEN- EN BOVEN-ZEESCHELDE: PERMISSION TO MOOR

NtM 2022-1/28 cancelled

It should be noted that the majority of the piers/quays on the Beneden- and Boven-Zeeschelde 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:

Left bank		Right bank
Phenolchemie	51°17,87'N-004°16,88'E	
Haltermann	51°17,67'N-004°17,51'E	
Bayer	51°16,31'N-004°18,29'E	
Kallo Industries	51°16,26'N-004°18,22'E	
BP Chemicals	51°14,67'N-004°20,12'E	
Lanxess Afwaarts	51°14,44'N-004°20,52'E	
Lanxess Opwaarts	51°14,38'N-004°20,68'E	
	51°12,11'N-004°21,89'E	Quay Blue Gate Antwerp
Quay Hye	51°12,15'N-004°21,22'E	
	51°11,93'N-004°21,06'E	SPPN/SPPZ, petroleum jetty (Blue Gate Antwerpen)
	51°11,83'N-004°20,67'E	Jetty (Maritieme Campus Antwerpen CMB)
Jetty Xella	51°11,69'N-004°20,09'E	
Quay Argex	51°11,12'N-004°19,62'E	
Jetties Roegiers	51°10,97'N-004°19,55'E	
	51°10,00'N-004°19,87'E	Quay Umicore
-	51°09,02'N-004°19,87'E	Tank storage Verbeke

It should also be noted that moored up 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 (oppiste Royerssluis), on Antwerp left bank, according to the following rules:

Mooring regulations floating dock Palingplaat:

The shipping is informed that mooring at the Jetty Palingplaat (opposite Royerssluis) on Antwerp Left bank, is permitted according the following regulations:

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 m
 - Overnight mooring place is permitted only if applying for and obtaining a written authorization from the Division Regio Centraal.

YACHTING:

- River sides (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 Regio Centraal. +32 (0)3 224 67 11 (during office hours); 0800 30 440 (outside of office hours; only in Belgium)).

Source: MDK - afdeling Kust - Vlaamse Hydrografie, De Vlaamse Waterweg nv (Zeeschelde)

2023-01/029 VESSEL TRAFFIC SERVICES (VTS) - SCHELDT AREA: VHF-PROCEDURES AND VHF-SECTORS

NtM 2022-1/29 cancelled

In order to steer the busy traffic in the Scheldt area in the right direction the VHF radio is an essential working instrument, both for the traffic participants and for the VTS operators. All commercial shipping has compulsory reporting and listening watch. Recreational vessels with VHF installation on board have compulsory listening watch and must only report when requested to do so by commercial shipping or a VTS centre. In this way, together we ensure safe and smooth shipping in the Scheldt area.

The VHF procedures and the folder VHF sectors should be used together.

The latest versions of the procedures and the folder can always be obtained digitally via www.vts-scheldt.net.

VHF SECTORS

version 6.2 01 Dec 2022 12:00 LT

For safe and smooth shipping
in the Scheldt area

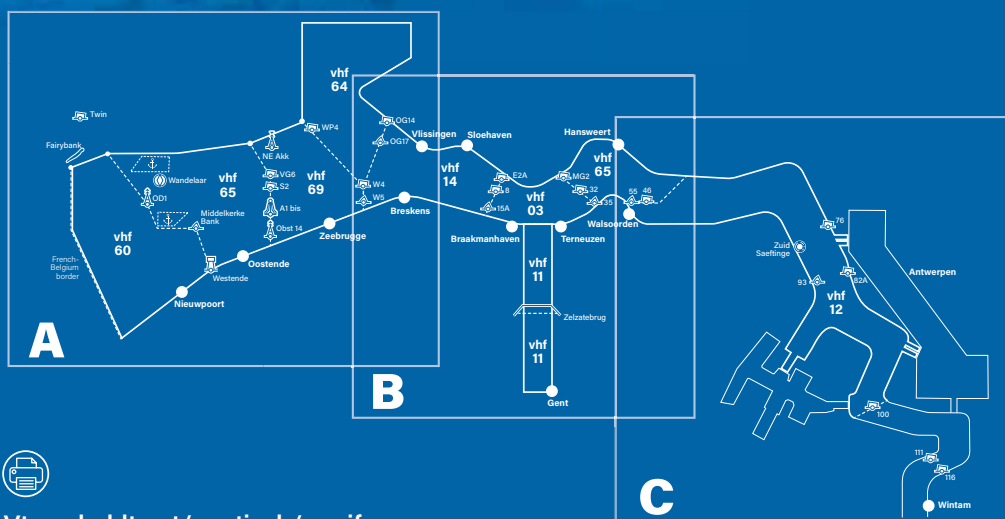


version
6.1

02 Nov 2022
12:00 LT

version
6.2

01 Dec 2022
12:00 LT



Vts-scheldt.net/nautisch/marifoon

To be used with the VHF procedures Scheldt area.

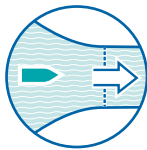


Compulsory listening watch for recreational craft equipped with VHF on the traffic channels.



Compulsory reporting and listening watch for all commercial shipping 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

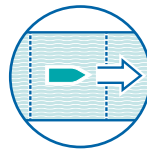


Leaving the fairway or departing from a port, berth, jetty or anchorage in the VTS area

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

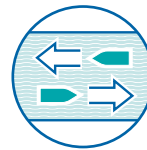


Passage boundary sector

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)

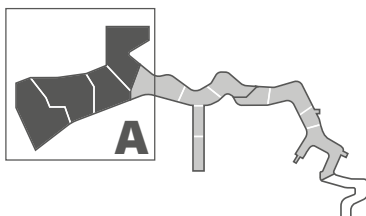


Self regulating traffic arrangements

Vessels need to make traffic arrangements directly with the other vessel.

ATTENTION!

- > The compulsory language is Dutch or English.
- > Make clear traffic arrangements directly with the other vessel.
- > Always call another ship by the name of the vessel or by position and/or direction.
- > VHF transmit power at a maximum of 1 Watt.



TRAFFIC CHANNELS (compulsory listening watch)

- Traffic arrangements ship-ship
- Traffic information - general
- Shore based pilotage
- Compulsory reporting

60

Wandelaar
approach

65

Traffic centre
Wandelaar
pilot
Wandelaar

69

Traffic centre
Zeebrugge

NL h+10'

64

Traffic
centre
Steenbank

79

pilot
Steenbank

RADAR CHANNELS

- Navigational assistance (radar information)
- Port information
(when there is no specific
port information channel available)

ENG h+15'




04

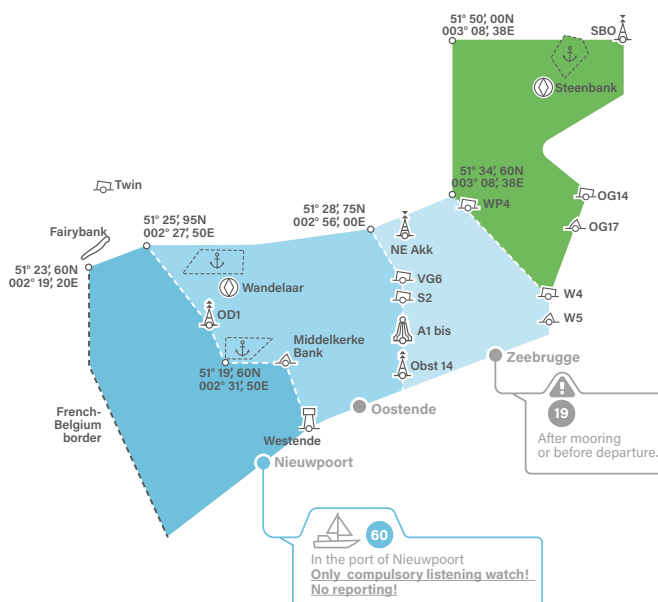
Radar Zeebrugge

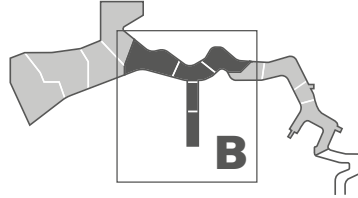
64

Traffic centre
Steenbank

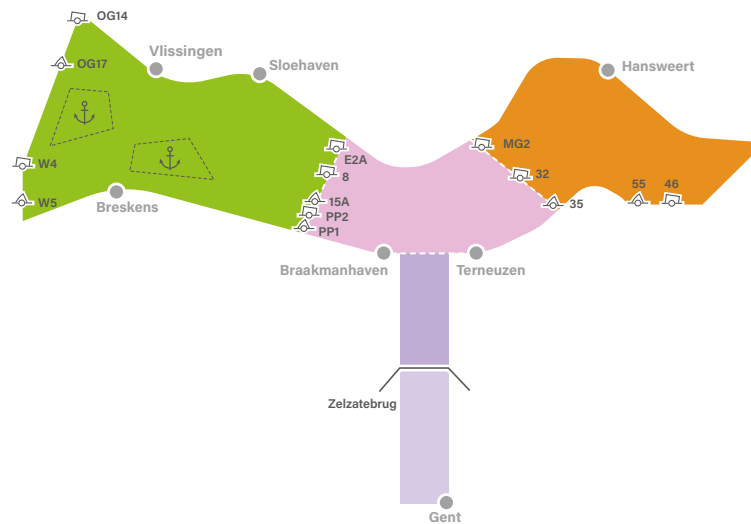
LEGEND

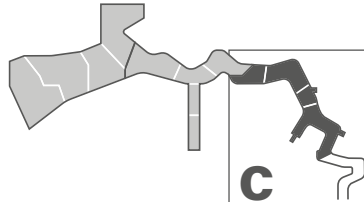
	EXTRA COMPULSORY REPORTING FOR ALL COMMERCIAL SHIPPING
	COMPULSORY INSTRUCTIONS FOR RECREATIONAL CRAFT
 NL h+10'	Dutch Scheldt Shipping Information Report with general traffic information.
 ENG h+15'	English Scheldt shipping information with general traffic information.
Chartlet not for navigational purposes.	





<p>NL h+50'</p> <div> <div> 14 Traffic centre Vlissingen </div> <div> 14 When passing Vlissingen roads. </div> </div>		<p>03</p> <div> 03 Traffic centre Terneuzen </div> <div> When leaving the fairway passing - Buoy 22 - DOW Jetty </div>	<p>65</p> <div> 65 Traffic centre Hansweert </div>	<p>NL h</p> <div> <div> 11 Harbour master service Terneuzen </div> <div> 11 uitkijk Zelzate + harbour master service Gent </div> </div>	
<p>ENG h+55'</p> <div> <div> 21 Radar Vlissingen </div> <div> 21 Before departure from a quay, berth, jetty or before heaving up anchor. </div> </div>		<p>03</p> <div> 03 Radar Terneuzen </div>	<p>65</p> <div> 65 Radar Hansweert </div>		





NL h+30'

12

For seagoing vessels.
Inbound to Antwerp
at buoy 65
and Zuid Saeftinge.

12

Message: ☒ Name of the vessel
☒ Position
☒ Destination

Traffic centre Zandvliet

21

Radar
Saeftinge

04

Radar
Zandvliet

66

Radar
Kruisschans

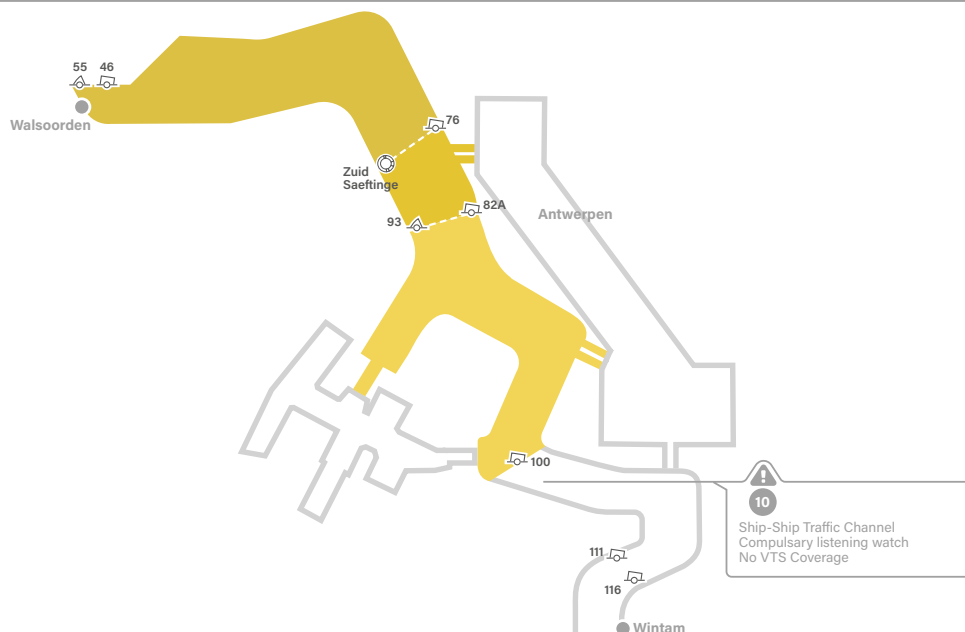
19

SID
Antwerpen

Port operations channel for seagoing vessels
according VHF manual.

PORT OPERATIONS CHANNEL

Information exchange
on the initiative of the VTS centre
or the vessel/lock information.
Moored at jetties, berths and locks.



PORT RELATED CHANNELS

	Port vhf channel	Lock vhf channel	Working vhf channel seagoing vessels
Oostende	09		
Mercator lock		14	
Lock Demey		22 (D)	
Visserlock		22 (D)	
Zeebrugge	71		
Vandamme lock		68	
Vlissingen			
Buitenhaven	09		
Lock Vlissingen		18 (D)	
Sloehaven	09		
Terneuzen (Kanaal van Gent naar Terneuzen (KGT))			
Braakmanhaven	03		06
Westlock		06	06
Eastlock		18 (D)	18 (D)
Centrale sluisorganisatie		69	
Gent	05 (D)		
Sluis Hansweert		22 (D)	
Antwerpen Right bank			
Noordzee-terminal			06
Zandvliet lock		79 (D)	06
Berendrechtlock		79 (D)	06
Europaterminal			06
Boudewijnlock		71	08
Van Cauwelaertlock		71	08
Royerslock		20 (D)	
Kattendijklock (Pleziervaart)		69	
Wintamlock		68	06
Antwerpen Left bank			
Deurganckdok			88
Kieldrechtlock		01 (D)	88
Kallolock		01 (D)	08
Havenkapiteinsdienst Port of Antwerp-Bruges	18		portofantwerpbruges.com * * we are not responsible for the correctness of the link

(D): Duplex VHF-channel

In case of nautical incidents moored vessels at Deurganckdok, the Europa and Northsea terminals should contact Traffic Centre Zandvliet on channel 12.



CONTACT DETAILS VTS SCHELDT AREA

Scheldt Coordination Centre (GNA)	Tel. +31(0)88 79 80 758 +31(0)88 79 80 760 Fax +31(0)88 79 80 735 gna-scc@vts-scheldt.net
Traffic Centre Zeebrugge	Tel. +32(0)59 342 800 vts-zeebrugge@vts-scheldt.net
Traffic Centre Vlissingen	Tel. +31(0)88 79 80 790 vts-vlissingen@vts-scheldt.net
Traffic Centre Terneuzen	Tel. +31(0)88 79 80 500 vts-terneuzen@vts-scheldt.net
Traffic Centre Hansweert	Tel. +31(0)88 79 80 300 vts-hansweert@vts-scheldt.net
Traffic Centre Zandvliet	Tel. +32(0)3 20 28 200 vts-zandvliet@vts-scheldt.net
Uitkijk Zelzate	Tel. +32(0)9 24 48 160 zelzatebrug@vlaanderen.be

MORE INFORMATION

www.vts-scheldt.net



Rijkswaterstaat
Ministry of Infrastructure
and Water Management

AGENTSCHAP
MARITIEME
DIENSTVERLENING en
KUST

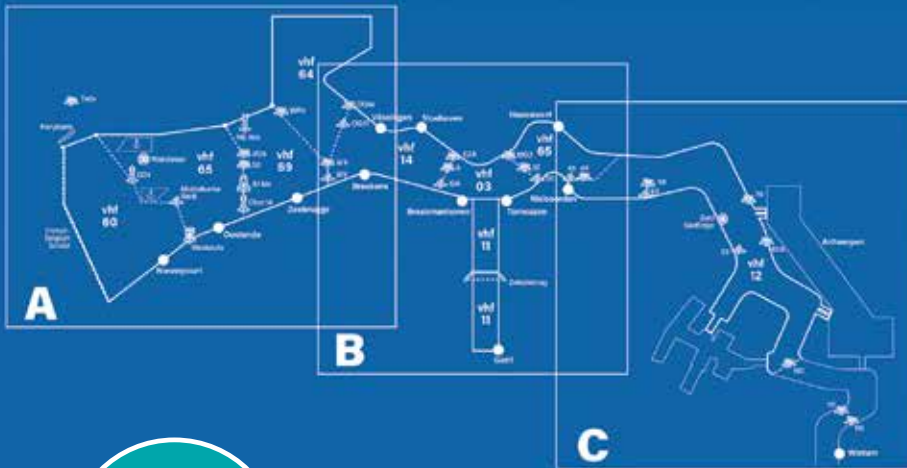


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VHF PROCEDURES

For safe and smooth shipping
in the Scheldt area



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dec 2022

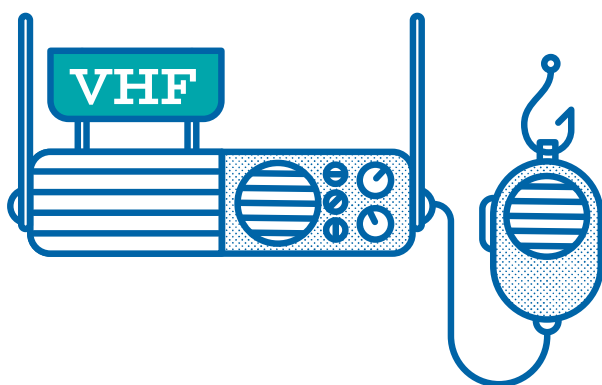


FOREWORD

These VHF procedures are a guideline for VTS operators and traffic participants in the Scheldt area. They will clarify the use of VHF to ensure safe and smooth shipping. When the procedures are applied correctly, other traffic participants will follow which improves safety.

The procedures are based on the *IMO Guidelines For Vessel Traffic Services (IMO Resolution A.1158(32))* and the *IALA Guideline 1132 VTS Voice Communications and Phraseology*. In addition, a number of additional VHF regulations are in force for various vessel types such as large gas tankers and vessels constrained by draught or length. These regulations are not included in the general shipping procedures but are published through Joint Notifications on www.vts-scheldt.net.

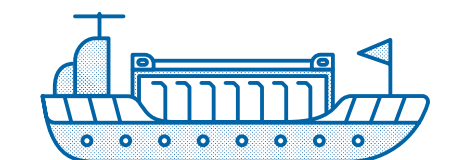
This document must be read with the folder *VHF sectors in the Scheldt Area*.





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1. Definitions

Compulsary listening watch

Every vessel equipped with a VHF radio must be reachable at all times on the correct VHF channel as specified in these procedures.

Port information

Information about bridges, berths and lock schedules.

Shore Based Pilotage (LOA)

If pilots cannot perform their duties on board the vessel to be piloted, they may pass on advice remotely to a captain and/or traffic participant. Under certain conditions, this advice can be given from another vessel or from shore (VTS centre).

Overflow function

The use of an additional VHF channel to relieve the regular traffic channel – for example, to provide radar information or hold other lengthy conversations.

Radar channel

This channel has an overflow function in relation to the traffic channel. A radar channel is used to relieve the traffic channel – for example, to provide radar information or hold other lengthy conversations. Accessibility on the traffic channel in the meantime is still mandatory.

Instruction

An order or prohibition that is imposed to achieve a certain result in traffic behaviour. The order or prohibition is imposed on one or more traffic participants by a person authorised to do this.

Traffic arrangement

An arrangement between traffic participants to avoid/prevent unclear situations and/or imminent danger. Traffic arrangements must be made directly between traffic participants and not via a VTS centre.

VTS centre

The location from which VTS operators perform their tasks. There are five VTS centres in the Joint Nautical Management area.

Traffic participant

A participant who is in actual charge of the navigation of a vessel.

Traffic information – general

Information provided by a VTS operator that relates to one or more traffic participants in the operating area. The information can be used to support the navigational decision-making process on board, to monitor and schedule vessels and/or to respond to the development of unsafe situations.

VTS operator

A certified person who is responsible for the safe and smooth handling of shipping from a VTS centre.

Compulsary reporting

Notifications that traffic participants must provide at prescribed points or times to ensure that shipping traffic runs safely and smoothly.

Operating area

The scope of the VHF procedures is indicated in the VHF sectors.

Self-regulation

Traffic participants must make traffic arrangements among themselves without the intervention of a VTS centre. The VTS centre monitors the feasibility and correct implementation of the arrangements made and will intervene if necessary.



2. Purpose of a Vessel Traffic Service (VTS)

A Vessel Traffic Service is a service implemented by the authorities that makes it possible to communicate with shipping and respond to developing situations in the VTS area. The service increases the safety and efficiency of shipping and contributes to the Safety of Life at Sea and the protection of the environment.

A VTS is responsible for:

- × providing **timely and relevant information** about factors that may affect navigation and that support the on-board decision-making process.
This includes information about the position, identity and destination of other vessels and hydrological and meteorological information.
- × the **monitoring and planning of vessels** in order to contribute to the safe and smooth handling of shipping.
This provides essential, up-to-date and timely information to support the navigation decision-making process on board. The support consists of providing timely information, advice and instructions. The information can relate to integrated traffic management, such as lock planning, tidal windows, the availability of pilot services, and so on.
- × the provision of timely and relevant information in order to respond to the **development of unsafe situations**.
Essential, up-to-date and timely information is provided to support the navigation decision-making process on board. The support consists of providing timely information, advice and instructions.

To achieve this, a VTS can provide information, warnings or instructions where necessary.

3. Operating philosophy

If users of VHF channels do not adhere to radio discipline, crosstalk occurs. This crosstalk, also called noise, disrupts normal VHF traffic and creates questions that are detrimental to safety. To avoid crosstalk on the VHF channels, VHF users must comply with the following rules:

- × All conversations by the VHF must be **short, pertinent and clear** and take place on the **correct channel (radio discipline)**.
- × All VHF installations must transmit at a maximum power of **1 watt**.
- × In the Scheldt area, **compulsary reporting** and a listening watch apply to all **commercial shipping**.
- × **Recreational vessels** with a VHF installation on board are subject to a **compulsary listening watch**.
- × It is **mandatory to listen** to the traffic channel at all times. At busy times or under other circumstances, a radar channel can serve as an **overflow**.
- × When VTS operators foresee bottlenecks or dangerous situations, they actively intervene to prevent problems. The VTS operators exercise their powers to issue a **warning, information, advice or traffic instructions**.

- × Without prejudice to the powers of the Flemish and Dutch governments in order to ensure the safe and smooth handling of shipping, the **ultimate responsibility** for navigation always rests with the **captain/traffic participant**.
- × **Traffic arrangements** between vessels, such as passing or overtaking not in line with the applicable navigation rules, are made between the vessels. When crossing, vessels usually refer to the colour of the side lights. For example: 'We pass green to green.' When overtaking, vessels usually refers to the side, for example: 'I'm overtaking on port/starboard.'
- × All traffic participants and VTS operators must adhere to these prescribed VHF procedures.

3.1 Radio discipline by participants in VTS-Scheldt area

- × Stick to **VHF discipline**, even if other participants don't.
- × During a call, always use the **vessel's name** and the **name of a VTS centre** and no abbreviations or private names.
- × Traffic participants with a compulsory reporting must **call** on the relevant VHF channel. There is no need to sign off again, unless a compulsory reporting is in force.
- × The VTS operators ensure that traffic participants make **mutual traffic arrangements** using the traffic channels. They can also mediate in this process.
- × **Do not engage in discussions** on traffic channels.
- × Only use the approved languages: **Dutch or English**. Preferably use the Standard Marine Communication Phrases (SMCP) in English. This can be deviated from in an emergency.
- × Use **message indicators** (in both Dutch and English) to clarify the type of message.

In the management area of the Joint Nautical Authority (GNA), the Permanent Committee of supervision on Scheldt Navigation has decided that the national language is also the official language in VHF communication. This is therefore Dutch, with English as a fall-back option (according to SMCP).



4. Language

4.1 Language check

In case of doubt as to whether a traffic participant has mastered one of the mandatory languages, the VTS operator will perform a language check upon entering the VTS-SG.

As part of the integrated traffic management, the authorities of the adjacent ports of the VTS-SG have issued similar instructions to their operational staff.

If the traffic participant does not react clearly enough to a language check, the vessel will not be allowed into the area.

4.2 All shipping

The traffic participant is addressed and guided in one of the official languages (Dutch and/or English). This may only be deviated from to prevent an undesirable situation or incident. The message must then be immediately repeated in the Dutch and/or English language so the other traffic participants know what has been said.

4.2.1 Inland passenger vessels

If an inland passenger vessel is expected in the management area of the GNA, the GNA checks in advance whether the captain/skipper is fluent in one of the official languages.

5. Indicators

To promote VHF discipline and to prevent overloading of the VHF channels in the VTS areas, the VTS operators and all traffic participants use the internationally established indicators ('message markers') to keep communication short, pertinent and clear.

This concerns the following eight indicators:

		MESSAGE MARKERS
Information	Message implies observed facts	
Question	Message has an interrogative character	
Answer	Message is an answer to a previous question	
Intention	Message concerns proposed navigation actions	
Warning	Message is a warning of a potential hazard	
Request	Message requires action from recipient	
Advice	Sender wants to influence the recipient by means of a recommendation	
Instruction	Sender wants to influence the recipient by means of a traffic instruction	

6. Radar information

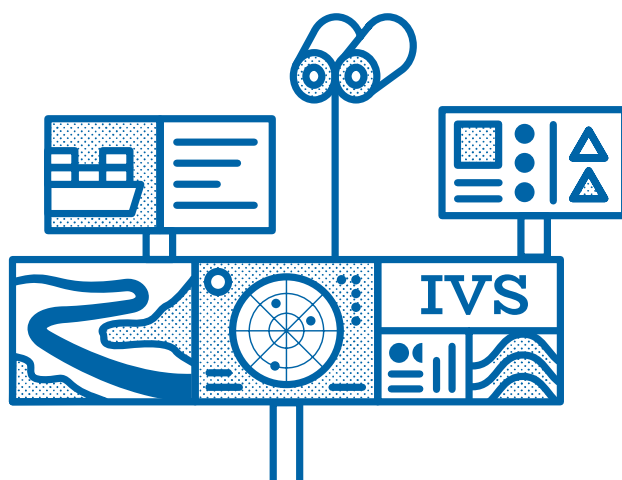
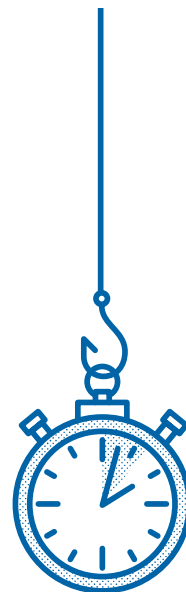
- × Traffic participants must **indicate in good time** that they wish to deviate from a route.
- × In case of **radar information**, the VTS operator provides an overview of the current traffic situation, possibly supplemented with calculated expected situations such as encounters in (passing) distance and time.
- × The position of a moving vessel is given by the position of the vessel's bow in relation to a forward point in the waterway or in bearing and distance. For a stationary vessel, this is the centre of the ground course or a radar echo.
- × The **passing distance** is the distance between the facing sides of two vessels, or between a vessel and an obstacle. The passing distance is only reliable provided the ground course remains the same.
- × A vessel's **ground course** is the direction of a movement over ground in relation to True North.
- × The **distance between two vessels** is the shortest distance measured. For meeting vessels, this is the bow-to-bow distance and for overtaking this is the distance between bow and stern.
- × The **distance abeam of a buoy, beacon or obstacle** is the distance from the bow of a moving vessel to an object, perpendicular to the fairway.
- × The **distance to a navigation mark** is the shortest distance to the navigation mark.
- × The terms '**ingoing**' and '**outgoing**' are used east of the Schone Waardin.
- × In the approach areas and the shipping area the terms '**inbound**' and '**outbound**' are used.
- × To indicate a position before or beyond a certain point we use '**above**' or '**below**'.
- × If VTS operators must provide information about a part of the area that is **not covered by the radar** and for which no visual information is available, they will make this known to the traffic participant requesting the information.
- × **Position information** is always given relative to known reference points. These points are conspicuous, known and can be found on the nautical chart.
- × A **bearing** between two known points is the horizontal angle to True North and the bearing point. The numbers are pronounced one by one.
- × **Distances** are given up to a tenth of a kilometre or a tenth of a nautical mile (also referred to as a 'cable'). If confusion is possible – for example, with the English numbers '*fifty*' and '*fifteen*' – the numbers are pronounced separately.
- × **Names of buoys and marks** should not be translated. They are pronounced as they appear on the nautical chart. For example, W6 is Whiskey 6.
- × **When buoys are in line**, two successive buoys that indicate a bend in a fairway align with the bow of the vessel.
- × **Position reports** can be given in two ways: with the longitudinal-transverse method or using bearing and distance. The VTS operator can supplement this with the ground course and the ground speed. The intervals between the reports depend on the traffic situation, the speeds of vessels, the meteorological conditions, the nautical critical points, etc.
- × A **longitudinal/transverse position report** comprises on the one hand the point to which the vessel has progressed in the longitudinal direction of the fairway and on the other hand the distance of the vessel in a transverse direction, measured from the locally usual reference line. That is, for example, the fairway limit, the leading lights, the shore... The distance in transverse direction may also be expressed in 1/3 red, 1/3 green or midfairway. If the distance is less than 1/3 fairway, the distance is expressed in metres to the limit of the fairway. The measurements are always referred to the SB side of the vessel. If this is not possible because there is no reference, the VTS operator will explicitly state this.

- × A **position report by bearing and distance** is taken from the position of the bow of the assisted vessel in relation to a known point. Here too, the VTS operator can provide the ground course and ground speed. If the vessel is sailing parallel to the reference line, if it moves away or if it comes closer, this will be stated.

- × When VTS operators (on request) **give position reports when anchoring**, they agree to which point or anchor position the reports will be made. This can be an anchorage as indicated on the map or a position chosen by the captain or pilot. The VTS operator informs the vessel by providing bearing and distance (B&D) from the bow of the vessel to the anchorage. The following standard is used for the reporting frequency:

- Distance more than 1500 m: B&D every 500 m
- Distance 1500 to 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.

The captain or pilot must indicate the number of nautical miles and/or cables with respect to a fixed point and the number of shackles on deck for the anchorage monitoring.





7. VHF channels

Depending on their use, the VHF channels are classified as follows:

7.1 Traffic channels

- × Traffic arrangements
- × Traffic information
- × Pilotage information
- × Instructions
- × Compulsary reporting
- × Port information (if no port information channel is available)

7.2 Radar channels

- × Traffic information
- × Radar information
- × Compulsary reporting
- × Port information (if no port information channel is available)

7.3 Emergency channel (VHF67)

- × An emergency channel is a VHF channel that is exclusively intended for handling VHF traffic during emergencies. The competent authority refers the VHF users to the emergency channel if there is a reason to do so.

7.4 Port information channel (Port Operations)

- × Information about berths, locks, waiting quays, anchorages, service providers...

7.5 Other channels

- × Pilotage channels
- × Port channel
- × Lock channels/bridges
- × Operating channels

8. SECTORS VHF

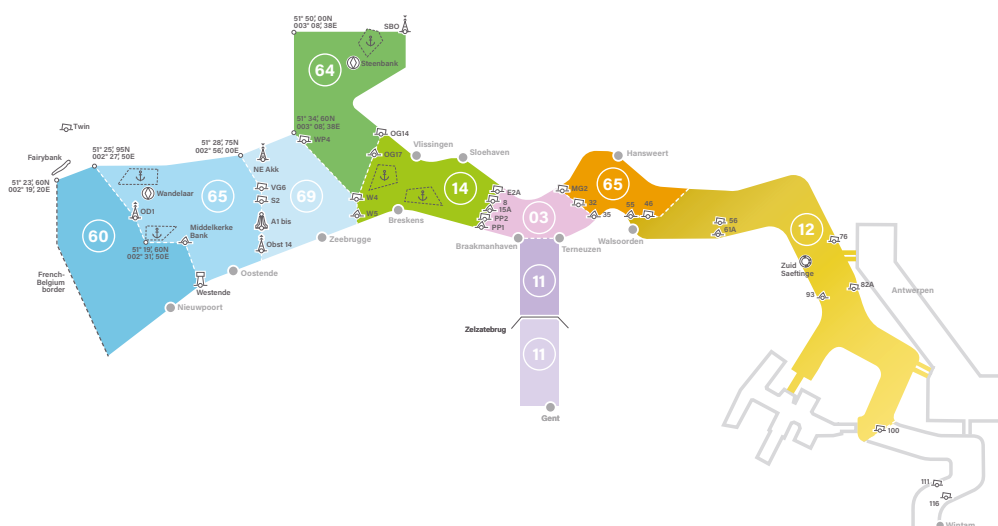
8.1 Area description traffic channels

WANDELAAR APPROACH	Border Belgium-France from the Flemish coast 51°23.60N 002°19.20E/51°25.95N 002°27.50E via buoy OD1, 51°19.60N 002°31.50E, buoy Middelkerke Bank to Watertoren Westende on the coast.
TRAFFIC CENTRE WANDELAAR	From the Flemish coast, Watertoren Westende over buoy Middelkerke Bank, 51°19.60N 002°31.50E, buoy OD1 to 51°25.95N 002°27.50E/51°28.75N 002°56.00E via the S2 to Obst 14 to the coast.
TRAFFIC CENTRE ZEEBRUGGE	51°28.75N 002°56.00E to 51°34.60N 003°08.38E to WP4, W4, W5, follow coast over harbour heads Zeebrugge, coastline, OBST14, meridian over buoy A1BIS, S2, VG6.
TRAFFIC CENTRE STEENBANK	From the coast of Walcheren via the meridian Domburg (003°30.00E) to buoy SBO, via parallel SBO to 51°50.00N 003°08.38E to 51°34.60N 003°08.38 E (via WP4), W4, OG17/OG14, to the coast off Walcheren.
TRAFFIC CENTRE FLUSHING	W5 via the coastline to the line 15A E2A via the coastline over the Sloehaven piers, the outer harbour and the Michiel de Ruyterhaven to lines OG14, OG17, W4, W5 to the coast.
TRAFFIC CENTRE TERNEUZEN	Line 15A/E2A via the coastline to the corner of Baarland MG2/32/35 via the coastline, including the outer port of Terneuzen to line 15A/E2A.
TRAFFIC CENTRE HANSWEERT	The line 35/32/MG 2 Hoek van Baarland along the banks, including the outer harbour of Hansweert, to the line SvV4/SvV3, to the line 46/55, over this line to the coast, along the banks to 35.
TRAFFIC CENTRE ZANDVLIET	The line 55/46, to the line SvV3/SvV4, over this line to the coast, along the banks to buoy 100.

8.2 Traffic channel functions

FUNCTIONS									
CALL SIGN	VHF	Compulsary reporting	Traffic arrangements	Instructions	Shore Based Pilotage (LOA)	Traffic information general	Helicopter	Schedt Shipping Report	Port and lock information
Wandelaar Approach	60	X	X	X	X	X	X		
Traffic centre Wandelaar	65	X	X	X	X	X	X		
Traffic centre Zeebrugge	69	X	X	X	X	X		X	
Traffic centre Steenbank	64	X	X	X	X	X			
Traffic centre Flushing	14	X	X	X	X	X		X	
Traffic centre Terneuzen	03	X	X	X		X			X
Traffic centre Hansweert	65	X	X	X		X			X
Traffic centre Zandvliet	12	X	X	X		X		X	

Traffic channels



8.3 Area description radar channels

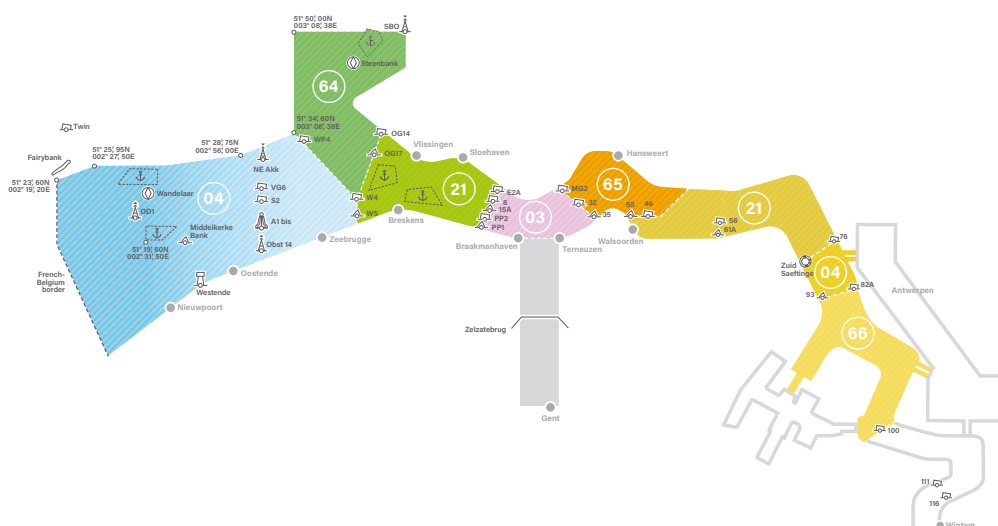
A radar channel has an overflow function in relation to the traffic channel, where accessibility on the traffic channel remains mandatory. This means that the overflow channel is used to relieve the traffic channel – for example, when providing radar information or holding other lengthy conversations.

RADAR ZEEBRUGGE	Border Belgium–France coast to 51°23.60N 002°19.20E to 51°25.95N 002°27.50E to 51°28.75N 002°56.00E to 51°34.6N 003°08.38E (via WP4), W4, W5, follow coast over Zeebrugge and Ostend piers to Belgium–France border.
TRAFFIC CENTRE STEENBANK	From the coast of Walcheren via the meridian Domburg (003°30.00E) to buoy SBO, via parallel SBO to 51°50.00N 003°08.38E to 51°34.60N 003°08.38E (via WP4), W4, OG17/OG14, to the coast off Walcheren.
RADAR FLUSHING	W5 via the coastline to the line 15A E2A via the coastline over the Sloehaven piers, the outer harbour and the Michiel de Ruyterhaven to lines OG14, OG17, W4, W5 to the coast.
RADAR TERNEUZEN	Line 15A/E2A via the coastline to the corner of Baarland MG2/32/35 via the coastline, including the outer port of Terneuzen to line 15A/E2A.
RADAR HANSWEERT	The line 35/32/MG 2 Hoek van Baarland along the banks, including the outer harbour of Hansweert, to the line SvV4/SvV3, to the line 46/55, over this line to the coast, along the banks to 35.
RADAR SAEFTINGE	Buoys 55/46, to buoys SvV3/SvV4, to beacon South Saeftinge/buoy 76.
RADAR ZANDVLIET	Beacon South Saeftinge/76 to buoys 93/82A.
RADAR KRISSCHANS	Buoys 93/82A tot buoy 100

8.4 Radar channel functions

FUNCTIONS							
CALL SIGN	VHF	Supervision LNG shipping	Traffic information - general	Compulsary reporting	Navigation assistance (radar information)	Shore Based Pilotage	Port information
Radar Zeebrugge	04	X	X		X	X	X
Traffic centre Steenbank	64				X		
Radar Vlissingen	21			X	X		X
Radar Terneuzen	03				X		
Radar Hansweert	65				X		
Radar Saeftinge	21				X		
Radar Zandvliet	04				X		
Radar Kruisschans	66				X		

Radar channels



8.5 Pilotage channels

Pilot station Wandelaar		
VHF 65	Pilot Wandelaar	Contact channel pilotage
VHF 06		Work channel pilotage/SWATH
		Communication channel Westpost/VCZB

Pilot station Steenbank		
VHF 64	Pilot Steenbank	Contact channel pilotage
VHF 79		Work channel pilotage/SWATH
		Communication channel Steenbank Pilot

Pilot services Flushing Roads		
VHF 40	Pilot Services Flushing Roads	

8.6 Gent - Terneuzen sector

Harbour Office Terneuzen	VHF 11	Dutch part of KGT
Harbour Office Ghent/Lookout Zelzate	VHF 11	Flemish part of KGT

Functions:

- × Traffic arrangements
- × Traffic information - general
- × Instructions
- × Compulsary reporting
- × Lock information

8.7 Zeebrugge port area

Radar Control Zeebrugge	VHF 19	<ul style="list-style-type: none">× IVS function, notification on arrival and departure× SWATH intake for vessels departing from Zeebrugge
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8.8 Antwerp port information channel (Port Operations)

SID Antwerp	VHF 19	Buoys 32/35 to Wintamsluis	Exchange of port information
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8.9 Area above buoy 100

Above buoy 100 there is no radar coverage, traffic information or vessel traffic service. Vessels must make traffic arrangements on VHF channel 10.

9. Compulsary reporting commercial shipping

9.1 Inbound from Sea, inbound roads and river

LOCATION	REPORT	TO	VHF	PARTICULARS
30' before border VTS-Scheldt area	Vessel name + position + draft + destination + ETA pilot station + intake SWATH/jol	WNA TCW TCZ	60 65 69	
30' before border VTS-Scheldt area	Vessel name + position + draft + destination + ETA pilot station + intake SWATH/jol	TCS	64	Instruction for sailing, with compulsory pilotage report 5' from Steenbank pilot station
PILOT STATION WANDELAAR OPERATES ON VHF 65 PILOT STATION STEENBANK OPERATES ON VHF 64				
Steenbank	Route West Rond	TCS	64	
SBZ	Vessel name + position + ETA VR	TCS	64	North inbound
SWA	Vessel name + position + ETA VR	TCW	65	West inbound
A1 bis/S2/VG6/NE-Akkaert/WP4	Vessel name + position + ETA VR if not yet reported	TCZ	69	Wielingen/Scheur Zeebrugge Westrond
OG17/ W5	Vessel name + position (+ pilot change information)	VCVL	14	
Flushing Roads	Vessel name + ETA destination + route	VCVL	14	
15A/E2A	Vessel name + position	VCTN	03	
35/MG 2	Vessel name + position	VCHW	65	
35	Vessel name + position	SID Antwerp	19	Seagoing vessels destination AX
55	Vessel name + position	VCZV	12	
65	Vessel name + position	VCZV	12	Seagoing vessels destination AX
South Saeftinge	Vessel name + position + destination	VCZV	12	Only seagoing vessels

9.2 Outbound river/roads, outbound to sea

LOCATION	REPORT	TO	VHF	PARTICULARS
Below buoy 100, when leaving the lock or before last lines are released from terminal or jetty	Vessel name + destination + manoeuvre	VCZV	12	Entrance identification traffic area
South Saeftinghe	Vessel name + ETA passage Flushing	SID Antwerp	19	Only seagoing vessels
46	Vessel name + position	VCHW	65	
32	Vessel name + position	VCTN	03	
8/E2A/PP2	Vessel name + position + pilotage information	VCVL	14	
Flushing Roads	Vessel name + position + route + ETA pilot station	VCVL	14	After pilot change
OG14/WP4	Vessel name + position + direction after LVB + info SWATH operable	TCS	64	
W4	Vessel name + position + route + ETA Pilotstation WN + info SWATH operable	TCZ	69	
VG6 S2/A1 Bis	Vessel name + position + Route (if N-out)	Westpost	65	Jol/SWATH confirmation TCW confirms
OD1	Vessel name + position	WNA	60	

9.3 Compulsary reporting before participation in the traffic flow

All vessels leaving a harbour, an anchorage, a lock or a berth report to the VTS centre shortly before they effectively participate in the VTS-SG.

AREA	VTS CONTROL CENTRE	VHF	PARTICULARS
Zeebrugge	Radar control	19	Before departure from the berth
Zeebrugge	Traffic centre Zeebrugge	69	
Zeebrugge	Traffic centre Wandelaar	65	

Zeebrugge	Wandelaar Approach	60	In the port of Nieuwpoort, departure from the quay
Flushing	Traffic centre Steenbank	64	Before heaving anchor
Flushing	Radar Flushing	21	Supplying voyage informatie, no traffic information
Flushing	Traffic centre Flushing	14	
Terneuzen	Traffic centre Terneuzen	03	
Hansweert	Traffic centre Hansweert	65	
Antwerp	SID Antwerp	19	Only seagoing vessels
Antwerp	Traffic centre Zandvliet	12	All vessels, when leaving the lock or before last lines are released from terminal or jetty + manoeuvre
Departure location Upper Scheldt above buoy 100	SID Antwerp	19	Only seagoing vessels must report before departure

9.4 Exiting the traffic flow

Vessels entering a port, anchoring, mooring or entering a lock must report to the VTS centre of the area in which they are no longer participating in the traffic flow.

AREA	VTS CONTROL CENTRE	VHF	PARTICULARS
Zeebrugge	Radar Control Zeebrugge	19	Moored at the berth
Zeebrugge	Traffic centre Zeebrugge	69	
Zeebrugge	Traffic centre Wandelaar	65	
Zeebrugge	Wandelaar Approach	60	In the harbour of Nieuwpoort, moored at the quay
Flushing	Radar Flushing	21	Anchor information
Flushing	Traffic centre Flushing	14	
Terneuzen	Traffic centre Terneuzen	03	When ingoing at DOW jetty, when outgoing at buoy 22, and anchor information
Hansweert	Traffic centre Hansweert	65	
Antwerp	SID Antwerp	19	Only seagoing vessels

9.5 Inbound Ghent-Terneuzen

LOCATION	REPORT	TO	VHF	PARTICULARS
Locks Terneuzen	Vessel name + position + draft + destination	HDTN	11	After leaving the lock
Sluiskil bridge	Vessel name + position	HDTN	11	
Three quarters	Vessel name + position	HDTN	11	
Sas van Gent bridge	Vessel name + position	UKZ	11	
Dutch ports	Vessel name + position	HDTN	11	After mooring
Zelzate bridge	Vessel name + position	HDGE	11	
Sifferdok	Vessel name + position	HDGE	11	
Belgian ports	Vessel name + position	HDGE	11	
After mooring	Vessel name + position	UKZ + HDGE	11	Sign off IVS-SRK

9.6 Outbound Ghent-Terneuzen

LOCATION	REPORT	TO	VHF	PARTICULARS
Belgian ports	Vessel name + position + draft + destination	HDGE	11	
Just before unmooring in Belgian ports	Vessel name + position + draft + destination	UKZ	11	Sign in IVS-SRK
SIDMAR South	Vessel name + position	UKZ	11	
Zelzate bridge	Vessel name + position	HDTN	11	
Sas van Gent bridge	Vessel name + position	HDTN	11	
Just before unmooring in Dutch ports	Vessel name + position + draft + destination	HDTN	11	
Three quarters	Vessel name + position	HDTN	11	
Sluiskil bridge	Vessel name + position	HDTN	11	
Locks Terneuzen	Vessel name + position + draft	HDTN	11	

10. Scheldt Shipping Reports

10.1 Basic principles

The SSR wants to provide information of a general nature to waterway users.

The contents of the SSR:

- × water levels and expected deviations at various measuring points in the area
- × expected cross current reports at buoy 53
- × wind direction and strength at the VTS centre, storm warnings, local wind forecasts
- × visibility reports (where applicable)
- × shipping traffic, particulars and major works
- × significant deviations to Aids to Navigation
- × depending on the VTS centre: pilotage information such as the side of the pilot ladder, storm pilotage, GHs KWI from 2.0 metres, etc
- × only for Traffic centre Zeebrugge: traffic situations in the operating area involving vessels with a draught of ≥ 140 dm or vessels that cannot deviate because of their tidal window (GNA).

10.2 Area description, VHF channels and times

Four area-specific Scheldt Shipping Reports are broadcasted. This happens at different times so that they do not overlap.

10.2.1 Traffic centre Zeebrugge

Wandelaar area, Zeebrugge area and Flushing area up to the eastern border of the approach area of Flushing Roads (= meridian over the green harbour light Sloehaven).

- × On channel 69 in Dutch, every hour + 10'
- × On channel 04 in English, every hour + 15'
- × On channel 69 in English, every hour + 40' (information for vessels constrained by draught or length)

10.2.2 Traffic centre Flushing

Steenbank area, Zeebrugge area, Flushing area, Terneuzen area and Hansweert area.

- × On channel 14 in Dutch, every hour + 50'
- × On channel 21 in English, every hour + 55'

10.2.3 Traffic centre Zandvliet

Antwerp area, Hansweert area, Terneuzen area and Flushing area up to the eastern border of the approach area of Flushing Roads (= meridian over the green harbour light Sloehaven).

- × On channel 12 in Dutch, every hour + 30'

10.2.4 Traffic centre Terneuzen

Area Canal Ghent to Terneuzen and Terneuzen lock complex

- × On channel 11 in Dutch, every hour + 0'

11. Abbreviations

ETA	Expected Time of Arrival
GHs KWI	Significante Golfhoogte Kwintebank (Significant Wave Hight Kwintebank)
GNA	Gemeenschappelijke Nautische Autoriteit (Joint Nautical Authority)
GNB	Gemeenschappelijk Nautisch Beheer (Joint Nautical Management)
HDGE	Havendienst Gent (Harbour Office Ghent)
HDTN	Havendienst Terneuzen (Harbour Office Terneuzen)
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	International Maritime Organization
KGT	Ghent-Terneuzen Canal
LOA	Shore based pilotage
ODY	Buoy Oostdyck
SID	Schelde Informatie Dienst (Scheldt Information Service)
SMCP	Standard Marine Communication Phrases
SSR	Scheldt Shipping Reports
SWATH	Small Waterplane Area Twin Hull
TCS	Traffic centre Steenbank
TCW	Traffic centre Wandelaar
TCZ	Traffic centre Zeebrugge
UKZ	Uitkijk Zelzate (Lookout Zelzate)
VHF	Very High Frequency
VCHW	Verkeerscentrale Hansweert (Traffic centre Hansweert)
VCTN	Verkeerscentrale Terneuzen (Traffic centre Terneuzen)
VCVL	Verkeerscentrale Flushing (Traffic centre Flushing)
VCZB	Verkeerscentrale Zeebrugge (Traffic centre Zeebrugge)
VCZV	Verkeerscentrale Zandvliet (Traffic centre Zandvliet)
VR	Flushing Roads
VTs	Vessel Traffic Services
VTs-SG	Vessel Traffic Services Scheldt Area
WNA	Wandelaar Approach



www.vts-scheldt.net

AGENTSCHAP
MARITIEME
DIENTSTVERLENING en
KUST



Rijkswaterstaat
Ministry of Infrastructure
and Water Management

Bron: GNA Bass 096-2022

2023-01/030 VHF CHANNELS PORT AREA ANTWERP

MARIFOONCOMMUNICATIE VANAF 20 APRIL 2022 VTS PORT OF ANTWERP

VTS-SECTOR POLDER



VHF
2

VTS-GEBIED
OPERATIONEEL 24/24 u.
TELEFOON: +32 3 229 72 50

VHF
79

SLUIZEN
ZANDVLIET
BERENDRECHT
TELEFOON: +32 3 229 71 41

VHF
2

LILLOBRUG
TELEFOON: +32 3 229 72 06

VTS-SECTOR DONK



VHF
22

VTS-GEBIED
OPERATIONEEL 24/24 u.
VANAF 16 MEI OM 08:00 UUR.
TELEFOON: +32 3 229 72 50

VHF
71

SLUIZEN
BOUDEWIJN
VAN CAUWELAERT
TELEFOON: +32 3 229 71 46

VHF
2

LILLOBRUG
TELEFOON: +32 3 229 72 06

SECTOR WEEL



VHF
62

NAVIGATIEKANAAL
GEEN VTS-DIENSTVERLENING

~~VTS~~

GEEN VTS-GEBIED
SCHIP-SCHIP COMMUNICATIE
EN AFSPRAKEN OP KANAAL 62

VHF
62

NOORDKASTEEL BRUG
TELEFOON: +32 3 229 68 51
OOSTERWEEL- EN WILMARS DONKERIJG
TELEFOON: +32 3 229 67 92
SIBERABRUG
TELEFOON: +32 3 229 27 09

VTS-SECTOR WAASLAND



VHF
74

VTS-GEBIED
OPERATIONEEL 24/24 u.
TELEFOON: +32 3 229 72 50

VHF
1

SLUIZEN
KIELDRECHT
KALLO
TELEFOON: +32 3 229 74 70

VTS-MELDINGSPLICHT

Voertalen Nederlands en Engels

VTS-SECTOR POLDER **VHF 2**

VTS-SECTOR DONK **VHF 22**

VTS-SECTOR WAASLAND **VHF 74**

ZEEVAART

- ▶ vertrek uit sluis:
 - bij aan boord komen loods in sluis (indien van toepassing)
 - vlak voor losvallen in sluis, alvorens VTS sector in te varen
- ▶ vertrek ligplaats:
 - bij start opkorten
 - op het moment dat het schip varende is
- ▶ aankomst ligplaats:
 - als het schip volledig gemeerd is of net voor loods van boord gaat
- ▶ bij het binnenvaren van de VTS sector
- ▶ bijzonder manoeuvre
- ▶ bij gevaar voor schade of hinder (HPV 2.2.1.)
- ▶ bij verhalen van het schip

Inhoud Melding

WAT: Scheepsnaam + Type + Bijzonderheden
WAAR: Positie
WAARHEEN: Bestemming

VHF
18

ACC: ANTWERP COORDINATION CENTER
Havenplanning zeevaart
Telefoon: +32 3 229 71 23

VHF
63

PORT AUTHORITY - Handhaving
Telefoon: +32 3 229 67 33

VHF
60

PORT PLANNING - Ligplaatsbeheer
Telefoon: +32 3 229 71 69

MELDPUNT DOKKEN

Administratieve reismeldingen binnenvaart
Telefoon: +32 3 229 71 22




VERPLICHTE INFO:

[VTS - POA - VHF Communicatieprocedure](#)

MARIFOONCOMMUNICATIE VANAF 20 APRIL 2022

VTS PORT OF ANTWERP

VTS-SECTOR
POLDER



VTS-GEBIED
OPERATIONEEL 24/24 u.
TELEFOON: +32 3 229 72 50

VHF 2


SLUIZEN
ZANDVLIET
BERENDRECHT
TELEFOON: +32 3 229 71 41

VHF 79

LILLOBRUG
TELEFOON: +32 3 229 72 06

VHF 2

VTS-SECTOR
DONK



VTS-GEBIED
OPERATIONEEL 24/24 u.
VANAF 16 MEI OM 08:00 UUR.
TELEFOON: +32 3 229 72 50

VHF 22


SLUIZEN
BOUDEWIJN
VAN CAUWELAERT
TELEFOON: +32 3 229 71 46

VHF 71

LILLOBRUG
TELEFOON: +32 3 229 72 06

VHF 2

SECTOR
WEEL



NAVIGATIEKANAAL
GEEN VTS-DIENSTVERLENING

VHF 62

GEEN VTS-GEBIED
SCHIP-SCHIP COMMUNICATIE
EN AFSPRAKEN OP KANAAL 62

~~VTS~~

NOORDKASTEEL BRUG
TELEFOON: +32 3 229 68 51
OOSTERWEELEN WILMARDONKERING
TELEFOON: +32 3 229 67 92
SIBERABRUG
TELEFOON: +32 3 229 27 09

VHF 62

VTS-SECTOR
WAASLAND



VTS-GEBIED
OPERATIONEEL 24/24 u.
TELEFOON: +32 3 229 72 50

VHF 74

SLUIZEN
KIELDRECHT
KALLO
TELEFOON: +32 3 229 74 70

VHF 1

VTS-MELDINGSPLICHT

Voertalen Nederlands en Engels

VTS-SECTOR POLDER **VHF 2**

VTS-SECTOR DONK **VHF 22**

VTS-SECTOR WAASLAND **VHF 74**

BINNENVAART

- ▶ vertrek uit sluis:
 - vlak voor losvallen in sluis, alvorens VTS-sector in te varen
- ▶ vertrek ligplaats:
 - vlak voor verlaten ligplaats, vooraleer men varende is
- ▶ bij het binnenvaren van de VTS-sector
 - via Schelde-Rijn verbinding: melding VHF kanaal 2 bij passeren Noordlandbrug
 - via Hansadok: melding VHF kanaal 22 bij passeren ligplaatsen 240-415
 - geen meldingsplicht tussen twee VTS-sectoren
- ▶ bijzonder manoeuvre
- ▶ bij gevaar voor schade of hinder (HPV 2.2.1.)

Inhoud Melding

WAT: Scheepsnaam + Type + Bijzonderheden
WAAR: Positie
WAARHEEN: Bestemming

VHF
18

ACC: ANTWERP COORDINATION CENTER
Havenplanning zeevaart
Telefoon: +32 3 229 71 23

VHF
63

PORT AUTHORITY - Handhaving
Telefoon: +32 3 229 67 33

VHF
60

PORT PLANNING - Ligplaatsbeheer
Telefoon: +32 3 229 71 69

MELDPUNT DOKKEN

Administratieve reismeldingen binnenvaart
Telefoon: +32 3 229 71 22




VERPLICHTE INFO:

[VTS - POA - VHF Communicatieprocedure](#)

MARIFOONCOMMUNICATIE VANAF 20 APRIL 2022

VTS PORT OF ANTWERP

VTS-SECTOR
POLDER



VTS-GEBIED
OPERATIONEEL 24/24 u.
TELEFOON: +32 3 229 72 50

SLUIZEN
ZANDVLIET
BERENDRECHT
TELEFOON: +32 3 229 71 41


LILLOBRUG
TELEFOON: +32 3 229 72 06

VHF 2

VHF 79

VHF 2

VTS-SECTOR
DONK



VTS-GEBIED
OPERATIONEEL 24/24 u.
VANAF 16 MEI OM 08:00 UUR.
TELEFOON: +32 3 229 72 50

SLUIZEN
BOUDEWIJN
VAN CAUWELAERT
TELEFOON: +32 3 229 71 46


LILLOBRUG
TELEFOON: +32 3 229 72 06

VHF 22

VHF 71

VHF 2

SECTOR
WEEL



NAVIGATIEKANAAL
GEEN VTS-DIENSTVERLENING

VHF 62

GEEN VTS-GEBIED
SCHIP-SCHIP COMMUNICATIE
EN AFSPRAKEN OP KANAAL 62

NOORDKASTEEL BRUG
TELEFOON: +32 3 229 68 51
OOSTERWEEL- EN WILMARDONKERING
TELEFOON: +32 3 229 67 92
SIBERABRUG
TELEFOON: +32 3 229 27 09

~~VTS~~

VHF 62

VTS-SECTOR
WAASLAND



VTS-GEBIED
OPERATIONEEL 24/24 u.
TELEFOON: +32 3 229 72 50

SLUIZEN
KIELDRECHT
KALLO
TELEFOON: +32 3 229 74 70

VHF 74

VHF 1

VTS-MELDINGSPLICHT

Voertalen Nederlands en Engels

VTS-SECTOR POLDER **VHF 2**

VTS-SECTOR DONK **VHF 22**

VTS-SECTOR WAASLAND **VHF 74**

PLEZIERVAART

- ▶ vertrek uit sluis:
 - vlak voor losvallen in sluis, alvorens VTS-sector in te varen
- ▶ vertrek ligplaats:
 - vlak voor verlaten ligplaats, vooraleer men varende is
- ▶ bij het binnenvaren van de VTS-sector
 - via Schelde-Rijn verbinding: melding VHF kanaal 2 bij passeren Noordlandbrug
 - via Hansadok: melding VHF kanaal 22 bij passeren ligplaatsen 240-415
 - geen meldingsplicht tussen twee VTS-sectoren
- ▶ bijzonder manoeuvre
- ▶ bij gevaar voor schade of hinder (HPV 2.2.1.)

Inhoud Melding

WAT: Scheepsnaam + Type + Bijzonderheden

WAAR: Positie

WAARHEEN: Bestemming

VHF
18

ACC: ANTWERP COORDINATION CENTER
Havenplanning zeevaart
Telefoon: +32 3 229 71 23

VHF
63

PORT AUTHORITY - Handhaving
Telefoon: +32 3 229 67 33

VHF
60

PORT PLANNING - Ligplaatsbeheer
Telefoon: +32 3 229 71 69

MELDPUNT DOKKEN

Administratieve reismeldingen binnenvaart
Telefoon: +32 3 229 71 22



VERPLICHTE INFO:

[VTS - POA - VHF Communicatieprocedure](#)

2023-01/031 WESTERN SCHELDT: SPECIAL AND EXTRAORDINARY TRANSPORTS

NtM 2022-1/30 cancelled

Article 1

Definition of terms

1. Special transport: 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.
2. Extraordinary transport: 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.
3. Competent Authority: the Common Nautical Authority as meant in Article 6 of the Treaty between the Kingdom of the Netherlands and the Flemish Region concerning the joint nautical management in the Scheldt area, comprising the Official Dutch Port Master of Western Scheldt and the Flemish Administrator-General of the Agency for Maritime and Coastal Services.
4. Local knowledge: we talk about local knowledge if, in the area to be navigated, the authorized waterway user is familiar with the traffic regulations prevailing there, the communication procedures used (MFBI), masters one of the - by the Standing Committee - established official languages and regularly sails the area to be navigated.

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 precautionary area¹

Length of towed object	Min. number of tugboats	Min. number of pilots	Details
loa ≤ 80 m	1	1	May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a commander who has knowledge of the local area, and no other tugboats are prescribed.
loa between 80 m and 125 m Via Wandelaar	1	1	
loa between 80 m and 125 m Via Oostgat	2	1	For the route via Oostgat: 2nd tugboat must be fixed from/up to passage Westkapelle.
125 m ≥ loa < 200 m	2	1	For the route via Scheur/Wielingen: 2nd tugboat must be fixed from/up to passage buoys W4/W5. For the route via Oostgat: for the whole route 2 tugboats must be fixed.
loa ≥ 200 m Incoming ²	3	1	Transports must use the route via Scheur/Wielingen. Incoming: 2nd tugboat fixed well before passage S3/S4 and 3rd tugboat from passage buoys W4/W5.
loa ≥ 200 m Outgoing	2	1	Outgoing: 2nd tugboat fixed up to passage buoys W4/W5. 2nd tugboat stand-by to at least passage buoys S3/S4.

¹ If the transport arrives with a sea tug, it may be changed at Flushing Roads.

² Transports such as floating pipes will be viewed individually with due observance of article 3 paragraph 2.

B. Area: precautionary area and river part

Length of towed object	Min. number of tugboats	Min. number of pilots	Details
loa \leq 80 m	1	1	May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a commander who has knowledge of the local area, and no other tugboats are prescribed.
loa between 80 m and 150 m	2	1	Tugboats must be suited to act as a port tugboat.
loa \geq 150 m up to 200 m loa \geq 200 m	3	1	Tugboats must be suited to act as a port tugboat. For approaching Vlissingen Buitenhaven, Vlissingen-Oost and the Westbuitenhaven and Braakmanhaven in Terneuzen, a second pilot may be prescribed.
loa \geq 200m	3	2	Tugboats must be suited to act as a port tugboat.

C. Area: canal from Ghent to Terneuzen

Length of towed object	Min. number of tugboats	Min. number of pilots	Details
loa \leq 80 m	2	1	May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a commander who has knowledge of the local area, and no other tugboats are prescribed.
loa between 80 m and 150 m	2	1	Tugboats must be suited to act as a port tugboat.
loa \geq 150 m	3	2	Tugboats must be suited to act as a port tugboat

D. Time of departure from one of the Scheldt ports

When departing from one of the Scheldt ports, a special or extraordinary 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 different times.

E. Visibility limitations within the mentioned areas

For the whole journey, a visibility of at least 1000 m is required. If during the trip, a transport encounters poor visibility, then ad-hoc measures can be taken by the competent authority.

F. Shore-based pilotage

Special and extraordinary transports are excluded from shore-based pilotage.

G. Speed

Special and extraordinary transports should be able to sail through the water at a minimum speed of 6 km/h.

2. Depending on the circumstances, technical possibilities or the nature of the transport, the competent authority can attach special and additional requirements to the permission or deviate from the regulations as mentioned in the first paragraph.

Article 4

The request for permission, as mentioned in Article 2, must be done using the Checklist Transport as included in attachment 1 to this Notification. At least 72 hours before arriving at the control area of the GNA, the request must be sent to:

Common Nautical Authority
Commandoweg 50
4381 BH Vlissingen, The Netherlands
phone: +31 (0)88 79 80 760
e-mail: gna-scc@vts-scheldt.net

For one-time special or extraordinary transports that require more than normal attention, attachment 2 "Checklist vooroverleg bijzondere/buitennormale transporten" (Checklist pre-consultation special/extraordinary transports) of this Notification should be filled in at the request of the GNA. The request must be submitted at least 14 days before arrival in the management area. The conditions for the transport are determined after consultation with all parties involved.

Explanation :

Attention is drawn to the fact that it is sometimes dangerous for pilots to board from a tow or tugboat, due to obstacles or the absence of a proper pilot ladder.

For all transports, it applies that the pilot must be able to get on board safely both on board the tugboat and on board the tow.

The regulations are laid in SOLAS regulation V/23 of the International Maritime Organization (IMO).

ATTACHMENT I

Checklist Transport



Gemeenschappelijke
Nautische Autoriteit

Aan: gna-scc@vts-scheldt.net	Datum:
Aanvrager:	Tel.: Email:

BIJZONDERHEDEN M.B.T. HET OBJECT			
Naam OBJECT:		IMO of ENI nummer	
B.T.:		Hoogte:	m.
Lengte:	m.	Ankermogelijkheden:	Maak een keuze
Breedte:	m.	Lading:	
Diepgang V / A:	/ dm.	Aantal opvarenden:	

INFORMATIE BETREFFENDE HET TRANSPORT	
Vaart het transport als binnenvaart: Maak een keuze	Overstekende lading: Maak een keuze

ETA / ETD MELDING			
Datum:		Vertrekhaven:	
ETA / ETD:	00:00	Bestemmingshaven:	
Loodskruispost:	Maak uw keuze	Ligplaats:	

INFORMATIE M.B.T. DE SLEEPBOTEN				
	1	2	3	4
Naam:				
B.T. / Tonnage:				
Lengte:	m.	m.	m.	m.
IMO of ENI nr:				
Diepgang:	dm.	dm.	dm.	dm.
Bollard pull:	ton	ton	ton	ton
Sleep of duw:	Maak uw keuze	Maak uw keuze	Maak uw keuze	Maak uw keuze

Informatie¹ voor loodsdiensten over Pilot transfer arrangements² (sturen aan pta@vts-scheldt.net):

- Wat is het vrijboord in meters ter hoogte van de pilot-door met de actuele diepgang?
- Wat zijn de afmetingen van een eventueel aanwezig berghout (stootrand), fendering of autobanden?
- Indien vrijboord > 0,5 meter, bevestigen dat een volledig vlak langs de scheepshuid opgehangen gecertificeerde loodsladder beschikbaar is.
- Wat is de vrije ruimte in meters ter plaatse van de Pilot transfer locatie voor het langszij komen van de loodsboot.
- Een duidelijke foto van de Pilot transfer locatie.

Toelichting bij Checklist Transport

De aanvraag voor een bijzonder of buitennormaal transport dient te worden gestuurd aan het mailadres van de GNA, gna-scc@vts-scheldt.nl.

Indien gebruik wordt gemaakt van een loods dient informatie over een veilige pilot transfer arrangements te worden aangeleverd, informatie hierover vindt u verderop in deze toelichting.

1. Kop van het bericht

- | | |
|-------------------|---|
| a. Aan: | Dit ingevulde formulier zenden aan gna-scc@vts-scheldt.nl |
| b. Datum: | De datum van aanmaak van het aanvraagformulier |
| c. Van: | Bedrijfsnaam of naam van de aanvrager invullen |
| d. Telnr.: | Telefoonnummer van de aanvrager invullen |
| e. Email: | Emailadres van de aanvrager invullen |

2. Bijzonderheden m.b.t. het object

- | | |
|-------------------------------|--|
| a. Naam object: | Naam van het object of project |
| b. IMO of ENI nummer: | Indien beschikbaar een scheepsnummer |
| c. B.T.: | Bruto Tonnage |
| d. Lengte: | Grootste lengte, dus inclusief eventueel overstekende delen |
| e. Breedte: | Grootste breedte, dus inclusief eventueel overstekende delen |
| f. Diepgang V/A: | Diepgang het van object, zowel de Voor- als Achter-diepgang
Indien de grootste diepgang niet één der genoemde diepgangen is, dit vermelden onder "informatie betreffende het transport" |
| g. Hoogte: | De maximale hoogte van het object in meters boven water |
| h. Ankermogelijkheden: | Vermeld aanwezigheid van te gebruiken ankers |
| i. Lading: | Aard van de lading, zoals kraan, containers, constructiemateriaal |
| j. Aantal opvarenden: | Aantal opvarenden aan boord van het object |

3. Informatie betreffende het transport

U dient aan te geven of een transport als binnenvaart wordt aangemerkt, waarbij een loods niet verplicht is. De GNA beoordeelt de aanvraag en kan anders beslissen.

U dient aan te geven of er overstekende lading op een vaartuig is. Dit dient bij de informatie nader gespecificeerd te worden.

Vermeld hier alle belangrijke bijzonderheden van het transport, zoals:

- Soort object, met aanvullende informatie, zoals:
 - Ponton, met aanvullende informatie over overstekende lading
 - Tunnelsegment, pijpleiding, met aanvullend doorsnede en inzinking
 - Dood schip, met aanvullende informatie over gebruik winches
 - Schadeschip, met aanvullende informatie over plaats en de grootte van de schade, situatieschets van de schade, eventuele lekkage, foto's, etc.
- Manier van slepen vermelden, zoals:
 - Meerdere sleeptransporten bij elkaar (bv. 2 pontons of pijpleidingen naast elkaar)
 - Zeesleper gekoppeld op ankerketting
- Bijzonderheden t.a.v. vervoltransport, zoals:
 - Waar een sleep wordt overgenomen door een duwboot
 - Waar de zeesleper wordt vervangen door andere sleepers
- Overige bijzonderheden, zoals:
 - Overstekende lading op te geven aan alle zijden
 - Verlichting object

- Zichtbeperkingen vanuit stuurhut
 - Beperkte snelheid
- Genoemde zaken zijn slechts als voorbeeld bedoeld.

4. ETA/ETD melding

- Datum en ETA/ETD:**
 - Verwachte datum en tijd van aankomst of vertrek
- Loodskruispost:**
 - Alleen voor een zeetraject aangeven van welke loodskruispost gebruik zal worden gemaakt
 - In alle andere gevallen doorhalen, want niet van toepassing
- Vertrekhaven:**
 - Bij aankomst, de haven of locatie van vertrek (dat kan een Scheldehaven zijn)
 - Bij vertrek, de Scheldehaven waaruit wordt vertrokken
- Bestemmingshaven:**
 - Bij aankomst, de Scheldehaven waar de reis naar toe gaat
 - Bij vertrek, de haven of locatie van bestemming (dat kan een Scheldehaven zijn)
- Ligplaats:**
 - Bij aankomst, de ligplaats in de Scheldehaven waar het transport naar toe gaat
 - Bij vertrek, de ligplaats in de Scheldehaven waar het transport vertrekt

5. Informatie m.b.t. de sleepboten

- Naam:** Naam van de sleepboot
 - B.T. of tonnage:** Bruto Tonnage voor zeevaart en tonnage voor binnenvaart
 - Lengte:** De lengte over alles van de sleepboot
 - IMO of ENI nummer:** Scheepsnummer invullen
 - Diepgang:** De actuele diepgang bij aankomst dan wel vertrek
 - Bollard pull:** De trekkracht van de sleepboot
 - Sleep of duw:** Aangeven of vaartuig als sleepboot of duwboot fungeert
- In voorkomende gevallen, met name bij ons onbekende vaartuigen, kunnen we extra informatie opvragen.

6. Informatie m.b.t. pilot transfer arrangements

Op verzoek van beide loodswezens zijn vragen opgenomen om beter zicht te hebben op een veilige locatie voor de loods om aan of van boord te gaan. De gevraagde informatie dient te worden gestuurd aan pta@vts-scheldt.net. Deze informatie wordt direct doorgestuurd aan de loodsen. Zij zijn en blijven het aanspreekpunt voor vragen over de pilot transfer arrangements. Wij adviseren deze informatie rechtstreeks door het schip aan te laten leveren.

- What is the freeboard in meters of the pilot-door or pilot transfer area at the present draught?
- What are the dimensions of fendering or tires alongside the vessel? (if applicable)
- If the freeboard is more than 0,5 meter please confirm that a certified pilot-ladder can be rigged hanging free against the ships hull?
- What is the clearance in meters at the Pilot transfer location for the pilot-launch to come alongside?
- A clear picture indicating the Pilot transfer location.

ATTACHMENT II

Bijlage 2 van GB 05-2019 Checklist vooroverleg bijzondere / buitennormale transporten.

d.d.			
Opgemaakt door :		Naam van het Bedrijf en of Instantie;	Naam Aanwezig personen
	1	Scheepsagentuur/ rederij/operator/ transporteur	
	2	Verzekeraar/ Klassebureau	
	3	Het GNA	
	4	North Sea Port, Havendienst Antwerpen	
	5	Betrokken Sleepdienst	
	6	Betrokken Bootliedendienst	
	7	Betrokken loodsdienst	
	8		
	9		
	10		

1- GNA
Gegevens invullen op Checklist Transport Bijlage 2. Bijlage 2 is onderdeel van de "Checklist vooroverleg bijzondere/buitennormale transporten".

2- Agenturen	
Wensen Agentuur:	
1.	
2.	
3.	
4.	
5.	

3- Klassebureau	
Eisen gesteld door het klassebureau:	
1.	
2.	
3.	
4.	
5.	

4- Havendienst(en).				
1.	Bijzonderheden betreffende het traject			
2.	Vaarplanning?			
3.	Bedienende diensten akkoord?	Ja	Nee*	Nvt
	*Welke maatregelen moeten genomen worden:			
4.	Verwachte duur van de sleepreis uur			
5.	Getijden informatie met betrekking tot de haven van aankomst of vertrek			
	Tijdstip Hoogwater:	Tijdstip Laag water:		
	Tijdstip stil van Hoog:	Tijdstip stil van laag:		
6.	Weersverwachting:			
7.	Aanvullende eisen:			

5- Sleepdienst;				
1.	Hoeveel sleepboten gewenst voor dit project;.....	Aantal;.....		
	Zijn deze sleepboten beschikbaar;			
2.	Waar en wanneer maakt de eerst sleepboot vast op het object;			
3.	Waar en wanneer maken de andere sleepboten vast;			Nvt
4.	Is er aanvullende bemanning gewenst op de sleepboten	Ja	Nee	Nvt
5.	Zij er voorkeuren voor de type sleepboten	Ja	Nee	BP
aantal	Type sleepboten;			
	• A.H.T. (anchor handeling tug (open stern))	Ja	Nee	
	• A.S.D. (Twin azimuth stern drive (Z Drive))	Ja	Nee	
	• Reversed tractor	Ja	Nee	
	• A.S.D. Combi	Ja	Nee	
	• Rotor tug	Ja	Nee	
	• V.S. (Twin Voith Schneider)	Ja	Nee	
	• Is fire fighting gewenst aanboord van de sleepboot	Ja	Nee	Nvt
	• Extra materialen gewenst voor dit project	Ja	Nee	Nvt
	• Minimale Bollardpull			
	• Maximale Bollardpull			
extra	• Towmaster gewenst voor dit project	Ja	Nee	Nvt
	Verdere info die van belang kan zijn;			

6- Bootlieden;				
1.	Hoeveel Runners gewenst voor dit project;.....			
2.	Waar en wanneer komen de eerste runners aan boord op het object;			
3.	Gaan de runners met de sleepboot aan boord van het object. Klimhoogte, helikopter?	Ja	Nee*	Nvt
	*Hoe dan;			
4.	Is de toegang voor de Runners begaanbaar, om veilig op het object te kunnen komen	Ja	Nee*	Nvt
	*Welke maatregelen moeten er genomen worden om dit veilig te maken;			
5.	Verwachte duur van de sleepreis uur			
6.	Dienen er facilitaire voorzieningen te worden getroffen?	Ja	Nee	Nvt
	• Verlichting	Ja	Nee	Nvt
	• Elektrische voorzieningen	Ja	Nee	Nvt
	• Water	Ja	Nee	Nvt
	• Sanitaire voorzieningen	Ja	Nee	Nvt
	• Proviand (koffie, maaltijden ed)	Ja	Nee	Nvt
	• Tijdelijke huisvesting	Ja	Nee	Nvt
	• Communicatie middelen	Ja	Nee	Nvt
	• Extra PBMs gewenst voor dit project	Ja	Nee	Nvt
	•	Ja	Nee	Nvt
	Verdere info die van belang kan zijn;			

7- Loodsdienst(en);				
1.	Hoeveel loodsen gewenst voor dit project;.....			
2.	Waar en wanneer komt de tweede loods aan boord op het object;			
3.	Is er een plaatsbepalingsysteem gewenst op het object	Ja	Nee	Nvt
4.	Is de toegang voor de loods begaanbaar, om veilig op het object te kunnen komen (Klimhoogte, helikopter beloodsing, verlichting?)	Ja	Nee*	Nvt
	*Welke maatregelen moeten er genomen worden om dit veilig te maken;			
5.	Verwachte duur van de sleepreis uur Tijpoort c.q. vaarplanning?			
6.	Dienen er facilitaire voorzieningen te worden getroffen?	Ja	Nee	Nvt
	• Verlichting	Ja	Nee	Nvt
	• Elektrische voorzieningen	Ja	Nee	Nvt
	• Water	Ja	Nee	Nvt
	• Sanitaire voorzieningen	Ja	Nee	Nvt
	• Proviant (koffie, maaltijden ed)	Ja	Nee	Nvt
	• Tijdelijke huisvesting	Ja	Nee	Nvt
	• Communicatie middelen	Ja	Nee	Nvt
	• Extra PBMs gewenst voor dit project	Ja	Nee	Nvt
extra	• Towmaster gewenst voor dit project	Ja	Nee	Nvt
	Verdere info die van belang kan zijn;			

Source: GNA Bass 126-2019, GB 05-2019, Bass 099-2021

2023-01/032 DESIGNATION OF OVERSIZED SEA VESSELS

NtM 2022-1/31 cancelled

Standards oversized seagoing vessels in the management area of the Common Nautical Authority (GNA):

1. In the waterway Oostgat/Sardijneul: an oversized seagoing vessel is a seagoing vessel with a length over all of 170 m or more and/or a draught of 7,0 m and more.
2. In the waterways on which the "Police and Shipping regulations for the Belgian territorial sea, coastal ports and beaches" apply, with exception of the access channels to the Flemish coastal ports, an oversized seagoing vessel is a seagoing vessel with a length over all of 210 m and more and/or a draught of 10,0 m and more.
3. In the waterways on which the "Police and Shipping regulations Western Scheldt 1990" apply, with exception of the waterway referred to in paragraph 1, an oversized seagoing vessel is a seagoing vessel with a length over all of 210 m and more and/or a draught of 10,0 m and more.
4. In the waterway Beneden-Zeeschelde, downstream the line running from the point 51°17,92'N 004°16,80'E (about the downward point of the Phenol jetty Doel (SPC N/Z)) to the point 51°18,19'N 004°17,04'E (about the downward point of the Lillo jetty), an oversized seagoing vessel is a seagoing vessel with a length over all of 210 m and more and/or a draught of 10,0 m and more.
5. In the waterway Beneden-Zeeschelde, upstream the line running from the point 51°17,92'N 004°16,80'E (about the downward point of the of the Phenol jetty Doel (SPC N/Z)) to the point 51°18,19'N 004°17,04'E (about the downward point of the Lillo jetty), an oversized seagoing vessel is a seagoing vessel with a length over all of 170 m and more and/or a draught of 8,0 m and more.
6. On the canal from Gent to Terneuzen, an oversized seagoing vessel is a seagoing vessel with a length over all of 180 m and more and/or a draught of 10,0 m and more and/or a width over all of 30 m and more.

Source: GNA Bass 117-2013, GB 06-2013

2023-01/033 ARRIVAL PROCEDURE & CHAIN OPERATION VTS-SCHELDT AREA

NtM 2022-1/32 cancelled

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 for the benefit of clarity and consistency there is the need for 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.

Unambiguous 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 vessels sailing to the harbours of Zeebrugge and Ostend in view of an unequivocal procedure within the VTS-Scheldt area.

The following procedure for 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 station, or ETA Entry operational area for navigation without a pilot not passing through a pilotage station.
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 active at any time:
 - 3.1 The vessel is allowed to proceed when arriving at the pilotage station (ETA).
 - 3.2 The vessel is only allowed to proceed from the requested time at the pilotage station (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.

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 station, 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);
- Boven-Zeeschelde: Antwerp Roads;
- Zeebrugge: Zeebrugge Roads;
- Ostend: Ostend 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 inbound 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

2023-01/034 ARRIVAL AND DEPARTURE RULES FOR VESSELS WITH MARGINAL DIMENSIONS FOR ANTWERP

NtM 2022-1/33 cancelled

Article 1 General notes

1. This notification applies to vessels that meet at least one of the following criteria:
 - Length overall of 300 m or more
 - Width overall of 45 m or more
 - Draught of 120 dm or more for the Zandvliet-Berendrecht locks (right bank)
 - Draught of 125 dm or more for the Kieldrechtsluis (left bank)
 - Draught of 100 dm or more for the Kallosluis (left bank)
 - Draught of 125 dm or more for the tidal terminal (right and left bank)
 - Draught of 80 dm or more for berths upstream Kallosluis
 - Air draught of 60 m or moreAll draughts refer to the maximum draught of the planned voyage at a density of 1000 kg/m³, fresh water, and are expressed in decimetres.
2. The Common Nautical Authority is abbreviated to GNA.
3. The Port of Antwerp-Bruges is abbreviated to PAB.
4. The Antwerp Coordination Centre is abbreviated to ACC and is the coordination centre for the Port of Antwerp-Bruges.
5. The VBS-Nautisch Diensthoofd is abbreviated to VBS-NDH.
6. The Westerschelde Planner, abbreviated as WESP, is the tool of the GNA for calculating tidal windows.
7. The Permit for arrival or departure or shifting, hereinafter referred to as Permit, is the document required by the GNA for navigating the Scheldt area. With the data of the application, a tidal window is calculated, possibly a current window is determined, and a permit is prepared. The permit for arrival is TTO, the permit for departure is abbreviated to TTA, the permit to shift is abbreviated to TTV.
8. The Scheldt Navigator Marginal Schips is abbreviated to SNMS and is a navigation system accepted by the GNA. Full SNMS is the extended version of this system.
9. ENC, the electronic navigational chart (ENC) is a digital data file filled with (geo)information objects, with which the electronic waterway maps suitable for navigation are constructed.
10. The Requested Time of Arrival is abbreviated to RTA.
11. The Coordination Point Antwerp is abbreviated to CP and is a fictitious point near the beacon Zuid Saeftinghe.
12. The sea route is the shipping route between the Steenbank and Wandelaar pilot stations to Flushing Roads.
13. The river route is the shipping route on and between Flushing Roads and the upper end of the Antwerp Roads.
14. The start of the voyage is understood to mean:
 - Pilot on bridge, transverse to the fairway and swing to the port for arrival;
 - The vessel on current, transverse to the river and swing to sea for departure;
 - The vessel on current, transverse to the river and swing to destination at shift.
15. The Oceanographic and Meteorological Station in Ostend is abbreviated to OMS.
16. The wind force will be measured at the Zandvliet-Berendrecht locks.
17. High Water and Low Water are abbreviated as HW and LW respectively. The times of HW and LW mentioned here are relative to Prosperpolder as published by the Flemish Hydrography.
18. All vessel lengths and vessel widths are expressed in metres and refer to length overall and breadth overall.
19. At least four times a year, the sea locks and tidal terminals are surveyed and the surveys are made digitally available to WESP and SNMS via ENC.

Article 2 Permit for arrival, departure or shift

For every arrival, departure and shift in the Scheldt area, a written permit is required for vessels that meet at least one of the criteria of Article 1, first paragraph.

The permit is issued by the GNA. For this purpose, the form that can be downloaded from the website www.vts-scheldt.net must be completed in full and sent by e-mail to gna-scc@vts-scheldt.net, with a copy to vtsa.loods@mow.vlaanderen.be.

The following criteria and regulations are attached to the Permit:

1. For each arrival, departure or shift a written Permit has to be requested from the GNA at least 6 hours before arrival at the pilot station or 10 hours before departure from the berth.
2. The tidal windows are calculated with WESP for both arrival and departure via the route Vaargeul 1 or the Westrond route:
 - a. Possible restrictions on the route due to the vessel's air draught are taken into account.
 - b. The calculated speeds are included in Attachment 1. If the speeds included in Attachment 1 cannot be guaranteed due to a large draught or for other reasons, this must be reported in the application for the Permit.
 - c. On the river route, a density of 1000 kg/m³ is used and on the sea route, a density of 1020 kg/m³, but only if these draughts have been stated by the vessel.
3. After mutual consultation between ACC and GNA and the agreement of the GNA, it is determined within which tidal window the arrival or departure must take place, and the ACC shall execute this.
4. Depending on hydro-meteo circumstances, circumstances regarding the vessel, the expected traffic volume and circumstances regarding the fairway, additional conditions may be set by the GNA in consultation with the VBS-NDH. For the meteorological predictions the weather report of the OMS is used.
5. No permit will be given if WESP indicates a tidal window at the start of the voyage of:
 - a. less than 60 minutes before arrival or departure;
 - b. less than 30 minutes for a shift.

Article 3 Arriving vessels

For each arrival in the Scheldt area a written Permit is required for vessels that meet at least one of the criteria in Article 1, first paragraph.

3.1 Requirements for all arriving vessels that meet the criteria for a Permit

1. For vessels mentioned in Article 1.1. with a length of 300 m or more and/or a width of 45 or more and/or a draught of 125 dm or more, the visibility at the start of the voyage must be at least 1000 m over the entire route.
2. Depending on hydro-meteo circumstances, circumstances regarding to the ship, the expected traffic intensity and circumstances regarding to the fairway, additional conditions can be set by the GNA or by the VBS-NDH after consultation with the GNA. Regarding to the meteorological forecasts, the OMS weather forecast is used as a basis.
3. The GNA may, after consultation with the VBS-NDH, issue additional requirements to protect the interests involved. These requirements must be followed immediately.
4. The GNA may, after consultation with the VBS-NDH for safety reasons and/or in function of the capacity of the fairway and/or on the basis of the information provided by the PAB, impose requirements regarding the number of simultaneously sailing marginal and/or oversized vessels per tide.
5. The arriving vessel shall, if possible start her voyage at the beginning of her tidal window.
6. The vessel will be given priority at Flushing Roads.
7. After consultation with the ACC pilot and/or the operating pilot and the GNA, the earliest and/or latest time of arrival at Flushing Roads will be determined by the GNA.
8. Two pilots are prescribed on the river route, at least one of which must be of the highest category for vessels:
 - a. With a length of 340 m or more and/or a width of 51 m or more.
 - b. To the locks with a length of 300 m or more and/or a width of 45 m or more.
9. The order of arrival at CP, according to the port schedule of the PAB, may be determined by the imposed RTA CP and shall be translated and endorsed by the GNA as early as possible and preferably prior to the pilotage in a sailing order, taking into account the total traffic status within the GNB area.
10. The pilotage advice regarding the use of tugs must be strictly followed.
11. On the right bank, vessels with a width of 43 m or more are preferably locked through the Berendrechtshuis.
12. At tidal terminals subject to tidal flow, ships are berthed according to the tide. On request, for example for the terminal planning, this may be deviated from, but only if hydro-meteo circumstances and/or pilotage-technical reasons permit this.
13. Voyage planning for vessels destined for the Noordzee Terminal:
 - a. For the Noordzee Terminal berths S901 and S903 (with overlap on S905) vessels larger than 300 m may only moor during HW, until 1 hour after HW. It is not allowed to moor from 1 hour after HW until LW.
 - b. For the other berths, vessels can moor at all times according to their possible tide and/or current window.

3.2 Additional requirements for bulk carriers, tankers and vessels with similar manoeuvring characteristics in navigation during arrival

The following arrival schedule shall be observed:

1. Draught less than 135 cm: according to tidal window.
2. Draught of 135 dm or more up to and including 145 dm: according to tidal window, until arrival at CP at least 1 hour after HW.
3. Draught greater than 145 dm:
 - a. According to tidal window with destination right bank locks with arrival CP at HW +/- 15 minutes.
 - b. According to tidal window with destination Kieldrechtsluis with arrival Deurganckdok entrance from HW to 40 minutes after HW.
 - c. After 6 trips with vessels with a draught greater than 145 dm to the Kieldrechtsluis these trips will be evaluated.

3.3 Additional requirements for arriving container vessels with a length of 350 m or more and/or a breadth of 51 m or more

1. On the river route, due to the size of the vessel in relation to the dimensions of the fairway, encounters with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
 - Voyage Plan IMO2 Gastankers in accordance with the applicable Joint Notification.
 - Special and abnormal transports in accordance with the applicable Joint Notification.
 - Oversized vessels in accordance with the applicable Joint Notification.
2. The pilots of these ships shall be exchanged at Flushing Roads by the pilot service with a separate pilot boat for each ship and this as early as possible.
3. The location and method of changing pilots is determined by nautical elements such as wind direction, traffic density and passage time at Flushing Roads. At the request of the operating pilot, this may be changed. This must be reported in good time through the appropriate channels.
4. The 'Full SNMS' navigation system will be used on the river route.
5. A minimum distance of 3 miles between vessels larger than 300 m and vessels referred to in this article, sailing in the same direction, shall be maintained between buoy 35 and CP. Efforts should be made to definitively establish the order of advance of vessels larger than 300 m before Flushing Roads.
6. In any case, a pilot shall be on board on the river route who has received training on a simulator recognized by the GNA for this type of vessel.
7. All shipping from the Zandvliet-Berendrecht locks, Terneuzen and Hansweert shall be stopped upon passage of a vessel that falls under this article.
8. On passage to the docks the lock concerned of the Zandvliet-Berendrecht lock complex must be empty and available from CP.
9. Where an arrival vessel will take the berth of a departing vessel, the agent shall provide a backup/ alternative berth before the start of the voyage at either the Noordzee Terminal - Europa Terminal - Deurganckdok that will be available at passage CP which will be communicated back to the GNA. If at passage CP it appears that exchange is not possible because the requested berth is not yet available at that moment, the alternative berth must be immediately available.
10. At least 3 tugboats must be initially available and are mandatory to be deployed on pilotage advice.
11. Permission for departure is not given:
 - a. When wind force at the locks is more than 5 Bft.
 - b. When the wind force at tidal terminals exceeds 6 Bft.

The wind force is based on the trend at the time of the ETA lock or berth, which, according to the weather forecast, already or for a minimum of 3 hours should not exceed this maximum wind force. The trend of the wind force must be decreasing during the pilotage trip.

Article 4 Departing vessels

For every departure from the Scheldt area, a written Permit is required for the vessels that meet at least one of the criteria of Article 1, paragraph 1.

4.1 Requirements for all departing vessels that meet the criteria for a Permit

1. For ships mentioned in Article 1.1. with a length of 300 m or more and/or a width of 45 m or more and/or a draught of 125 dm or more, visibility at the start of the voyage must be at least 1000 m over the entire route to be travelled.
2. Before the ship actually leaves its berth behind the lock, the draught is observed by the dock pilot and reported to PAB. If the observed draught differs from the draught stated on the Permit, this must be reported to the GNA.

3. Depending on the hydrological conditions, circumstances regarding to the ship, expected traffic intensity and circumstances regarding to the waterway, additional conditions may be imposed by the GNA or by the VBS-NDH after consultation with the GNA. The OMS weather forecast is used as a basis for the meteorological forecast.
4. The GNA may, after consulting with the VBS-NDH, impose additional requirements to protect the interests involved. These requirements must be complied with immediately.
5. The GNA may, after consulting with the VBS-NDH, for safety reasons and/or in function of the capacity of the fairway and/or based on the information provided by the PAB, impose requirements regarding the number of simultaneously sailing marginal and/or oversized vessels per tide.
6. Two pilots are required on the river route, at least one of whom must be in the highest category for vessels:
 - a. With a length of 340 m or more and/or a width of 51 m or more.
 - b. To the locks with a length of 300 m or more and/or a width of 45 m or more.
7. The pilotage advice regarding the use of tugs must be strictly followed.
8. The departing vessel should, if possible, start the voyage at the beginning of her tidal window.
9. Systematic departure, in relation to the tidal window, in two tides is not permitted.
10. The use of the locks in Antwerp is coordinated in function of the departure.
11. At rising tide, container vessels can depart with a minimum keel clearance of 10 dm in the lock or alongside the berth.
12. For departures from the Zandvliet/Berendrecht locks and the Kieldrechtsluis, the maximum draught is 145 dm.
Container ships with a greater draught can be permitted provided that:
 - 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 route and on the sea route.
The GNA can allow derogations from the 145 dm draught for an individual authorisation, provided that the ship guarantees in writing to be able to comply with the required speeds (see Attachment 1) that make this possible.
13. 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 m or more should preferably be taken through the Berendrechtsluis.
14. After consulting with the ACC-pilot and/or the service pilot, the latest possible time of arrival at Flushing Roads is determined by the GNA.
15. Voyage planning for vessels departing for the Noordzee Terminal:
 - a. For the Noordzee Terminal berths S901 and S903 (with overlap on S905) vessels larger than 300 m may only moor during HW, until 1 hour after HW. It is not allowed to moor from 1 hour after HW until LW.
 - b. For the other berths, vessels can moor at all times according to their possible tide and/or current window.
16. The vessel will be given priority at Flushing Roads.

4.2 Additional requirements for bulk carriers, tankers and vessels with similar manoeuvring characteristics during departure

A maximum draught of 140 dm is applicable.

On the river route a speed as indicated in Attachment 1 is taken into account.

The GNA may deviate from 140 dm for an individual admission, as long as the ship concerned has a time window of at least 60 minutes.

4.3 Additional requirements for departing container vessels with a length of 350 m or more and/or a breadth of 51 m or more

1. On the river route, due to the size of the vessel in relation to the dimensions of the fairway, encounters with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
 - Voyage Plan IMO2 Gastankers in accordance with the applicable Joint Notification.
 - Special and abnormal transports in accordance with the applicable Joint Notification.
 - Oversized vessels in accordance with the applicable Joint Notification.
2. At a wind force of more than 5 Bft at the locks and 7 Bft at the tide terminals, no permission to sail will be given. The trend in the wind forecast at the time that the ship should actually sail will be taken into account.

3. Maximum draught
 - a. Departing Zandvliet-complex: 145,0 dm
 - If due to a large draught or other causes sailing is slower than the speeds included in Attachment 1, this element will be taken into account in the implementation of the conditions.
 - The GNA may grant permission for sailing with a deeper draught as long as the ship concerned has a time window of at least 60 minutes.
 - b. Departing Deurganckdok and Noordzee Terminal: 152,0 dm
 - If due to a large draught or other causes sailing is slower than the speeds included in Attachment 1, this element will be taken into account in the implementation of the conditions.
 - The GNA may grant permission for sailing with a deeper draught as long as the ship concerned has a time window of at least 60 minutes.
4. The ships which are not berthed head-out in the Deurganckdok can only depart on rising tide to HW.
5. A minimum distance of 3 miles between vessels larger than 300 m and vessels referred to in this article, sailing in the same direction, shall be maintained between CP and buoy 35.
6. The pilots of these ships shall be exchanged at Flushing Roads by the pilot service with a separate pilot boat for each ship and this as early as possible.
7. The location and method of changing pilots is determined by nautical elements such as wind direction, traffic density and passage time at Flushing Roads. At the request of the operating pilot, this may be changed. This must be reported in good time through the appropriate channels.
8. The 'Full SNMS' navigation system will be used on the river route.
9. In any case, a pilot shall be on board on the river route who has received training on a simulator recognized by the GNA for this type of vessel.
10. All shipping from the Zandvliet-Berendrecht locks, Terneuzen and Hansweert shall be stopped upon passage.
11. At least 2 tugboats in function of weather, wind and currents, should be deployed on pilotage advice.

Article 5 First visit of a new ship class with a length of 350 m and more and/or a width of 51 m or more

At least 6 months before the first visit to Antwerp of a new ship class, the shipping company concerned must submit a written request, accompanied by the ship file, to the GNA. The ship file must contain 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 load
- Pilot arrangements; height of the pilot door from the keel of the vessel

The written request, accompanied by the ship file, must be sent by mail or post to:

gna-scc@vts-scheldt.net,

or

Gemeenschappelijke Nautische Autoriteit
Commandoweg 50
4381 BH Vlissingen, NL

On basis of the ship's file, the GNA will, in consultation with the two pilotage services and in coordination with the Permanent Committee, decide within six months whether, and under which conditions, permit will be granted for the arrival and departure of the relevant class of ship for which the written application has been submitted.

ATTACHMENT 1 Speeds used for calculation

The calculation of the voyage plan and keel clearance is done by means of WESP. After consultations with the two pilot services and the PAB, the following agreements about the speeds over ground to be used in the calculations of the tidal windows with WESP have been established.

Container vessels					
Draught ≤ 145 dm	Sea speed	Arrival	15	Departure	16
	River speed		13		12
Draught > 145 dm	Sea speed	Arrival	14,5	Departure	15,5
	River speed		12,5		11,5
Bulk carriers/Tankers					
Draught ≤ 145 dm	Sea speed	Arrival	12	Departure	12
	River speed		12		10
Draught > 145 dm	Sea speed	Arrival	12	Departure	12
	River speed		12		10

The speeds are expressed in knots.

Source: GNA Bass 062-2022, GB 04-2022

2023-01/035 CANAL GHENT-TERNEUZEN: PASSAGE POINTS

NtM 2022-1/34 cancelled

The following parts of the Canal from Ghent to Terneuzen are indicated as passage points by the Joint Notification 02-2012:

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 Mercatordock;
 - e. At the entrance to the Sifferdock.
2. Moreover, oversized sea-going vessel with a draught of less than 10 m 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 m or more and a pusher convoy or a coupled convoy with a width of 15 m 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 Mercatordock;
 - i. At the entrance to the Sifferdock.

Source: GNA Bass 050-2012, GB 02-2012

2023-01/036 CANAL GHENT-TERNEUZEN: RULES FOR SEA-GOING VESSELS ON THE CANAL GHENT-TERNEUZEN

NtM 2022-1/36 cancelled

CHAPTER I – SEA-GOING VESSELS ADAPTED FOR THE TRANSPORT OF (BREAK)BULK OR LIQUID CARGO WITH A WIDTH UP TO A MAXIMUM 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 m up to a maximum of 12,50 m and with a keel clearance of at least 1 m 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:

- 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;
- 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;
- the results of the measurements mentioned under a and b are presented to the GNA at first request;
- a qualified helmsman is used;
- tugboats are used according to what has been laid down in Article 2.

Article 2. Use of tugboats

- Depending on the length and the draught of the sea-going vessel, with the traction mentioned below in tonforce (Bollard-Pull), tugboats shall be used as follows:

Length over all (in m)	Draught (in m)	Number of tugboats*	
≥ 175 and < 215	> 10 and ≤ 12,30	2 x ≥ 35 tonf	
≥ 215 and ≤ 265	> 12,30 and ≤ 12,50	Fore: 2 x ≥ 35 tonf**	Aft: 1 x ≥ 39 tonf
When leaving the Westsluis on departure, 1 tug may be deducted.			

* The length or the draught that most tugboats require is applicable.

** 1 tug may be deployed flexibly at the passage of the Westsluis.

- If a ship is equipped with a properly working bow thruster, 1 tug may be deducted.
- In deviation of the first paragraph, if, in the opinion of the pilot, the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided by the Common Nautical Authority to deploy a different tugboat configuration.

CHAPTER II – SEA-GOING VESSELS ADAPTED FOR THE TRANSPORT OF (BREAK)BULK OR LIQUID CARGO 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 m up to a maximum of 12,50 m and with a keel clearance of at least 1 m 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 GNA at first request;
- d. two qualified pilots are used;
- e. a qualified helmsman is used;
- f. an empty ship sails under its maximum ballast capabilities (heavy ballast conditions);
- g. tugboats are used according to what has been laid down in Article 7 and 8.

Article 4. Passage at the Westsluis

When a vessel is approaching, entering and leaving the Westsluis Terneuzen, lock approach system approved by the Common Nautical Authority must be active.

Article 5. Visibility

When a vessel is sailing up and down the canal, horizontal visibility around the vessel should be at least 1000 m.

Article 6. Wind force

1. A loaded vessel is only allowed to sail up and down if the wind force does not exceed 6 Beaufort.
2. A vessel in ballast is only allowed to sail up and down 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 Westsluis at Terneuzen.

Article 7. Use of tugboats for the passage of the Westsluis

- Depending on the wind force, the sailing speed and the 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:

Wind	Number of tugs required to assist a loaded vessel		Number of tugs required to assist a vessel in ballast*	
	Sailing speed < 5 knots at dead-slow	Sailing speed ≥ 5 knots at dead-slow	Sailing speed < 5 knots at deadslow	Sailing speed ≥ 5 knots at dead-slow
≥ 0 Bft. ≤ 5 Bft.	Fore: 1 x ≥ 35 tonf Middle: 2 x ≥ 35 tonf Aft: 1 x ≥ 39 tonf	Fore: 1 x ≥ 35 tonf Middle: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf	Fore: 1 x ≥ 35 tonf Middle: 2 x ≥ 35 tonf Aft: 1 x ≥ 39 tonf	Fore: 1 x ≥ 35 tonf Middle: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf
> 5 Bft. ≤ 6 Bft.	Fore: 1 x ≥ 35 tonf Middle: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf	Fore: 1 x ≥ 35 tonf Middle: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf	Sailing not allowed	Sailing not allowed
> 6 Bft.	Sailing not allowed	Sailing not allowed	Sailing not allowed	Sailing not allowed

* Ships in ballast are understood here: ships with a draught less than 11,50 m.

- If a ship is equipped with a properly working bow thruster, 1 tug may be deducted.
- In deviation of the first paragraph, for leaving the lock on departure and if, in the opinion of the pilot, the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided by the GNA to make use of only one tugboat with sufficient towing force.

Article 8. Use of tugboats for navigation on the canal between the Westsluis Terneuzen and Ghent

- Depending on the wind force, the sailing speed and the 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:

Wind	Number of tugs required to assist a loaded vessel		Number of tugs required to assist a vessel in ballast*	
	Sailing speed < 5 knots at deadslow	Sailing speed ≥ 5 knots at dead-slow	Sailing speed < 5 knots at dead-slow	Sailing speed ≥ 5 knots at dead-slow
≥ 0 Bft. ≤ 5 Bft.	Fore: 2 x ≥ 35 tonf Aft: 1 x ≥ 39 tonf	Fore: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf	Fore: 2 x ≥ 35 tonf Aft: 1 x ≥ 39 tonf	Fore: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf
> 5 Bft. ≤ 6 Bft.	Fore: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf	Fore: 2 x ≥ 35 tonf Aft: 1 x ≥ 60 tonf	Sailing not allowed	Sailing not allowed
> 6 Bft.	Sailing not allowed	Sailing not allowed	Sailing not allowed	Sailing not allowed

* Ships in ballast are understood here: ships with a draught less than 11,50 m.

2. If a ship is equipped with a properly working bow thruster, 1 tug may be deducted.
3. In deviation of the first paragraph, if, in the opinion of the pilot, the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided by the Common Nautical Authority to deploy a different tugboat configuration.

CHAPTER III – SEA-GOING VESSELS ADAPTED FOR THE TRANSPORT OF CARS

Article 9. Sea-going vessels sailing up and down the canal

1. 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 adapted for the transport of cars (i.e. the Pure Car Carriers) are allowed to sail up or down the canal after permission of the GNA.
2. The permission referred in the first paragraph must be requested at least six weeks prior to arrival. Regulations can be attached to the permission.

CHAPTER IV – BOATMEN

Article 10. Deployment of boatmen

On and around the lock complex at Terneuzen, qualified boatmen should be deployed as follows when mooring and unmooring sea-going vessels:

- a. in the Westsluis:
 - sea-going vessels < 180 m: 2 boatmen by sea ship.
 - sea-going vessels > 180 m: 2 boatmen by sea ship with compulsory use of ashore winches.
- b. in the Oostsluis:
 - allowed sea-going vessels: 2 boatmen by sea ship.
- c. sea-going vessels may only enter the lock if sufficient boatmen are present per sea-going vessel.
- d. on the waiting posts for the Westsluis:
 - all sea-going vessels: 2 boatmen by sea ship.
- e. at the Goese quay:
 - all sea-going vessels: 2 boatmen by sea ship.

Source: GNA Bass 125–2019, GB 04–2019

2023-01/037 CANAL GHENT-TERNEUZEN: SEA-GOING VESSELS MOORING, DEPARTING AND/OR TURNING AT YARA

NtM 2022-1/37 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 > 10,00 m must turn on arrival.
- D. The maximum vessel length when turning is:
 - 205 m for a draught of between 9,50 m and 10,00 m
 - 210 m for a draught of between 9,00 m and 9,50 m
 - 225 m for a draught of less than 9,00 mThe 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 11.
 - 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 11 or via telephone number +31 (0)115 68 24 00.

Source: GNA Bass 010-2014

2023-01/038 ARRIVAL AND DEPARTURE RULES FOR TIDE OR CURRENT-DEPENDENT SHIPS HEADING FOR THE WESTSLUIS IN TERNEUZEN

NtM 2022-1/38 cancelled

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/m³ on the river stretch. On the sea stretch allowance is made for a density of 1020 kg/m³ 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 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 Flushing 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 Flushing Roads of 1 hour before HW Flushing.
 2. With 2 tide supers per tide:
 - the first ship of the tide receives an RTA for Flushing Roads of 4 hours before HW Flushing;
 - the second ship of the tide receives an RTA for Flushing Roads of 1 hour before HW Flushing.
 3. With 3 tide supers per tide:
 - the first ship of the tide receives an RTA for Flushing Roads of 4 hours before HW Flushing;
 - the second ship of the tide receives an RTA for Flushing Roads of 3 hours before HW Flushing;
 - the third ship of the tide receives an RTA for Flushing Roads of 1 hour before HW Flushing.
4. Ships coming from Antwerp with as destination the Westsluis 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 m 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.

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, GB 05-2017

2023-01/039 BENEDEN-ZEESCHELDE - ANTWERP SCHELDT QUAYS: SHIPS DESTINED FOR SCHELDT QUAYS ON ANTWERP ROADS UPSTREAM OF THE RIJNKAAL

NtM 2022-1/39 cancelled

Article 1. General

All seagoing vessels with an loa > 170 m destined for Scheldt quays on Antwerp Roads upstream of the Rijnkaal must send a ship file to the GNA at the following address:

Common Nautical Authority,
Commandoweg 50, 4381 BH Vlissingen, The Netherlands
Email: GNA-SCC@vts-scheldt.net
tel. +31 (0)118 424 760 of +31 (0)118 424 758
fax +31 (0)118 467 700 of +31 (0)118 418 142

The ship file must include the following documents:

- Manoeuvring properties of the ship
- Pilot card
- Mooring Arrangement Plan
- With an air draught of more than 60 m, 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 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 m 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 Rooyerssluis 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 Kattendijksluis 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 Royerssluis and Kattendijksluis, 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.

ATTACHMENT

Checklist schepen bestemming Scheldekaaien

**Gemeenschappelijke
Nautische Autoriteit**

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

BIJZONDERHEDEN M.B.T. HET SCHIP

Naam schip:		
G.T.:	mt.	
Lengte:	m.	
Breedte:	m.	
Diepgang V/A:	dm.	
Airdraft:	m.	

INFORMATIE BETREFFENDE HET SCHIP (MEE TE VERSTUREN VOOR VERGUNNING)

Pilotcard
Mooring Arrangement Plan (indien nog geen scheepsdossier ingediend)
Manoevreekaracteristieken van het schip (indien nog geen scheepsdossier ingediend)

ETA/ETD MELDING

ETA (Wandelaar, Steenbank of ETD haven uit het Scheldegebied)	Datum:	Tijd:	
ETA Antwerpen Rede	Datum:	Tijd:	Ligplaats:
ETD Antwerpen Rede	Datum:	Tijd:	

INFORMATIE M.B.T. CONTACTPERSOON

Naam:	
Telefoon:	
Fax:	
E-mail:	

INFORMATIE M.B.T. UITWIJKLIGPLAATS

Kaainummer:	
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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 V(oor)- als A(lachter)- diepgang 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: Verwachtte datum en tijd van aankomst.
Datum en ETA ligplaats Antwerpen: Verwachtte datum en tijd van aankomst ligplaats Antwerpen
Datum en ETD ligplaats Antwerpen: Verwachtte 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 +31 (0)118 467 700 of +31 (0)118 418 142
E-mail: gna-scc@vts-scheldt.net

Source: GNA Bass 008-2017, GB 01-2017

2023-01/040 SAILING ALONE ON THE BENEDEN-ZEESCHELDE

NtM 2022-1/40 cancelled

The Joint Notification 02-2019 established:

Sailing alone is not permitted on the Western Scheldt and Beneden-Zeeschelde downwards the Kallosluis for inland vessels from and to Antwerp left bank and downwards the Kruisschans locks complex (Van Cauwelaert/Boudewijn) for inland vessels from and to Antwerp right bank.

Upwards the above-mentioned locks, sailing alone is permitted if the requirements laid down in the Royal Decree of 09 March 2007 on crew regulations on shipping routes of the Kingdom of Belgium are met.

Source: GNA Bass 043-2019, GB 02-2019, Bass 047-2021

2023-01/041 BELGIAN COASTAL PORTS AND ACCESS CHANNELS TO THOSE PORTS: OVERSIZED COMMERCIAL VESSELS

NtM 2022-1/41 cancelled

Following art. 3,3° and art. 13 § 2 of the KB of 04 August 1981, 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 170 m and/or a draught greater than 8 m.

2. Ostend

Vessels with an overall length of over 130 m and/or a draught greater than 7,2 m.

3. Nieuwpoort




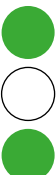
Vessels with an overall length of over 75 m and/or a draught greater than 4,6 m.

Source: MDK - afdeling Scheepvaartbegeleiding – MRCC

2023-01/042 BELGIAN COAST: TRAFFIC SIGNALS

NtM 2022-1/42 cancelled

In the ports of Zeebrugge, Ostend and Nieuwpoort the following international signals apply:

1		F L A S H I N G	Grave emergency 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

2023-01/043 COASTAL MARINAS: SPEED LIMIT FOR MECHANICALLY POWERED VESSELS

NtM 2022-1/43 cancelled

In the coastal marinas, 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 Montgomerydok, Visserijdok and Vuurtorendok in Ostend, and the Prins Albertdok and Tjldok 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).

Source: MDK - afdeling Kust - team Beheer Kust

2023-01/044 PORT OF OSTEND: SPECIAL TRAFFIC SIGNALS - FLICKERING LIGHTS

NtM 2022-1/44 cancelled

- 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

-sea



Allowed: direction

-fishing lock+tidal dock
-back port



Forbidden: direction

-back port

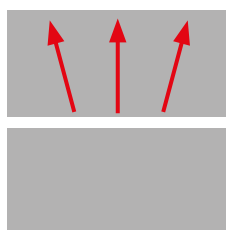


Allowed: direction

-sea
-fishing lock+tidal dock

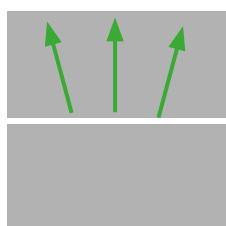
- Two traffic signs facing land will be posted under a yellow flickering light at the entrance of the fishing lock: the top one showing red arrows, the bottom one green ones.

Following sailing instructions will be given:



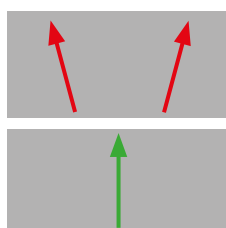
Forbidden: direction

-sea
-Montgomerydok
-back port



Allowed: direction

-sea
-Montgomerydok
-back port

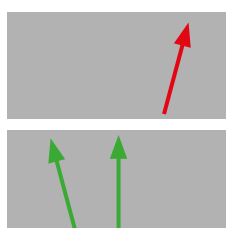


Forbidden: direction

-sea
-back port

Allowed: direction

-Montgomerydok

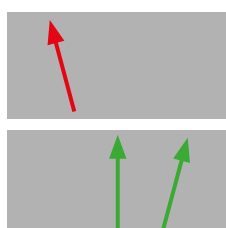


Forbidden: direction

-sea

Allowed: direction

-Montgomerydok
-back port



Forbidden: direction

-back port

Allowed: direction

-sea
-Montgomerydok

- 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

2023-01/045 PORT OF OSTEND: SIGNALLING INSTALLATION FOR WATER DISCHARGES

NtM 2022-1/45 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

2023-01/046 PORT OF ZEEBRUGGE: TRAFFIC REGULATION VISARTSLUIS - PRINS ALBERTDOK - TIJDOK

NtM 2022-1/46 cancelled

With the Visartsluis coming into operation 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 Prins Albertdok (Old Fishing Port) and Tjldok.

Those vessels have to ask permission from the Port Control Zeebrugge (VHF 71) before leaving the Prins Albertdok/Tjldok.

Source: Port of Antwerp-Bruges

2023-01/047 PORT OF ZEEBRUGGE: YELLOW-BLUE FLASHING LIGHT

NtM 2022-1/47 cancelled

We would like to inform 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. Mariners must take into account any hindrance coming from the additional current.





























































Source: De Vlaamse Waterweg nv

2023-01/048 PORT OF ZEEBRUGGE: PORT SIGNALS AT THE BREAKWATERS AND THE OLD BREAKWATER (LEOPOLD II)

NtM 2022-1/48 cancelled

The port signals at the breakwaters in Zeebrugge are to allow for arrival and/or departure of vessels. The signals on the lighthouse on the old breakwater (Leopold II) will continue to exist, being in a secondary role to the ones on the breakwaters.

PORT SIGNALS BREAKWATERS

		seaside	landside
Harbour closed Serious danger	Serious emergency All vessels stop or divert according to instructions.	 Occ  Occ  Occ	 Occ  Occ  Occ
Harbour closed	Entry prohibited Departure prohibited	  	  
Departure	Entry prohibited Departure permitted One-way traffic	  	  
Entry	Departure prohibited Entry permitted One-way traffic	  	  
Free passage	Vessels may proceed. Two-way traffic	  	  
LNG vessel in	Entry with explicit permission. Departure permitted Incoming vessel for LNG terminal.	  	  
LNG vessel out	Entry prohibited. Departure with explicit permission. Vessel leaving LNG terminal.	  	  
Entry with permission	Entry with explicit permission. Departure permitted	  	  
Departure with permission	Entry prohibited Departure with explicit permission.	  	  
Entry and departure with permission	Entry with explicit permission. Departure with explicit permission.	  	  

LICHT SIGNALS AT THE OLD BREAKWATERS

Seaward side		Landward side	
Entry with explicit permission.	  	Departure prohibited	  
Entry prohibited	  	Departure with explicit permission.	  
Entry permitted Two-way traffic	  	Departure permitted Two-way traffic	  
Entry prohibited	  	Departure prohibited	  
Entry with explicit permission.	  	Departure with explicit permission.	  

Source: Port of Antwerp-Bruges

2023-01/049 PORT OF ZEEBRUGGE - P. VANDAMMESLUIS AND VISARTSLUIS: SIGNALIZATION

NtM 2022-1/49 cancelled

The traffic lights at the P. Vandammesluis in Zeebrugge were officially put in service on 01 December 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 Visartsluis (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

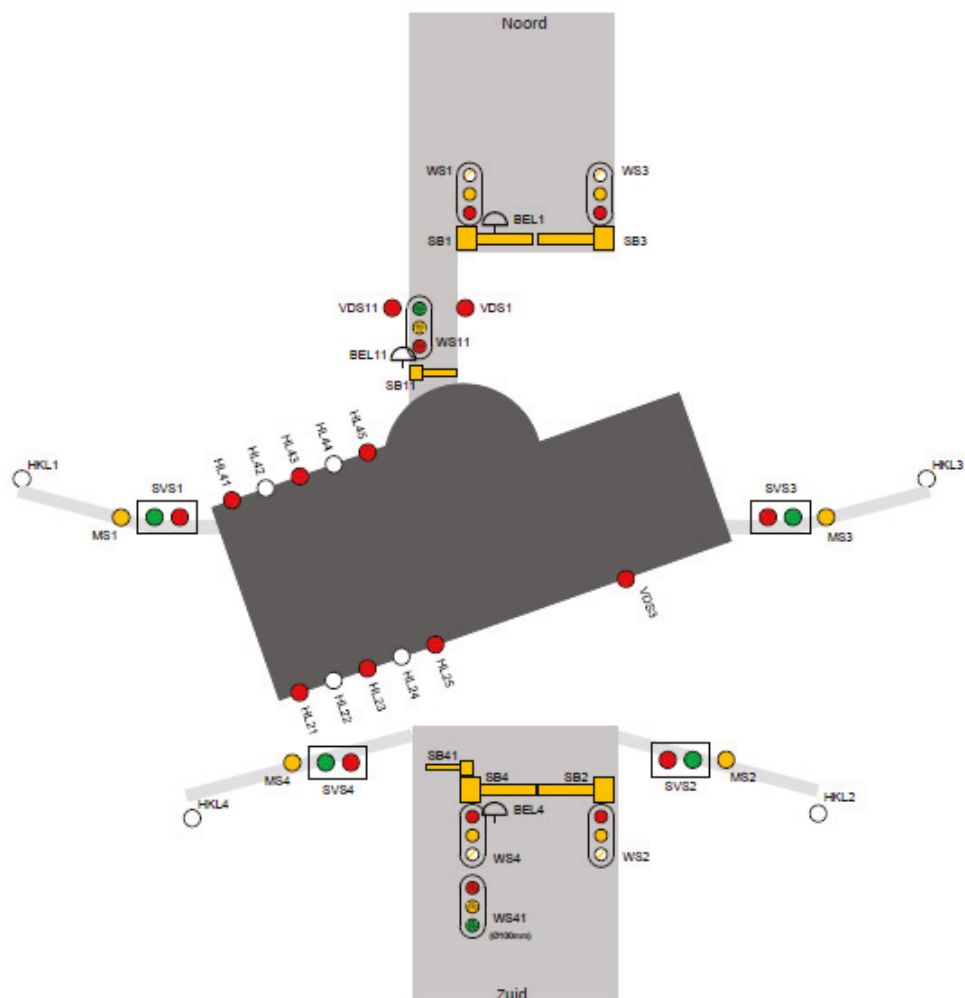


Lock out of service



Source: Port of Antwerp-Bruges

2023-01/050 PORT OF ZEEBRUGGE – VERBINDINGSDOK: VERBINDINGSBRUG

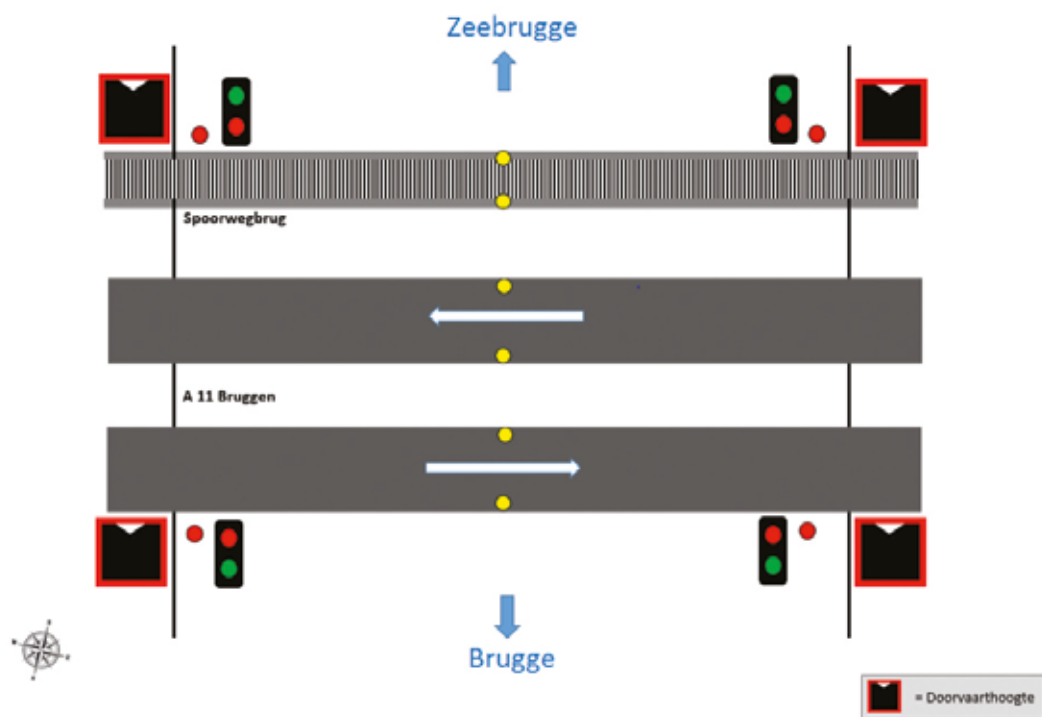


Bron: Port of Antwerp-Bruges

2023-01/051 PORT OF ZEEBRUGGE - BOUDEWIJN-KANAAL - ROSKAM-BRIDGES (A11) AND RAILWAY BRIDGE: SIGNALIZATION

NtM 2022-1/50 cancelled

SIGNALIZATION ROSKAM-BRIDGES (A11) AND RAILWAY BRIDGE (SPOORWEGBRUG)



Passage and underpassage, railway bridge and Roskam-bridges (A11), prohibited.	
Passage, railway bridge and Roskam-bridges (A11), prohibited. Underpassage allowed if the maximum air draught is less than 8,5 m.	
Passage, railway bridge and Roskam-bridges (A11), prohibited. Underpassage allowed if the maximum air draught is less than 15 m.	
Passage, railway bridge and Roskam-bridges (A11), allowed.	
Passage, railway bridge and Roskam-bridges (A11), prohibited, bridge opening.	

Bron: Port of Antwerp-Bruges

2023-01/052 PORT OF ZEEBRUGGE: ADDITIONAL REGULATIONS LNG BUNKER VESSEL

NtM 2022-1/51 cancelled

Additional regulations for shipping by an 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 m 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 m. Here again, the maximal speed is 6 knots.

Before every shift, an LBV will broadcast its sailing plan in English on VHF 68 when relevant for the inner port or VHF 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: Port of Antwerp-Bruges

2023-01/053 PORT OF ZEEBRUGGE: NAUTICAL CONTROL MEASURES 001-2020 – LNG PROCEDURES - ARRIVAL AND DEPARTURE ZEEBRUGGE

(Amended version of October 2020)

NtM 2022-1/52 cancelled

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 Attachment 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 Attachment 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.

An LNG tanker that left dry dock with a gas-free certificate that expired during the trip to Zeebrugge, can be deemed gas-free or not on the basis of a statement of the commander. MBZ will inform the competent authorities of this decision. Newly built ships that have never been loaded can also be recognized as gas-free on the basis of a statement from the commander.

For example, if the LNG tanker comes directly from the dry dock and has received a gas-free certificate there, it can be assumed, on the basis of the statement of the commander, that this condition has not changed even if the validity of the gas-free certificate has expired.

The following vessels are not covered by these LNG control measures:

- LNG tankers of which the largest tank holds less than 3000 m³ and with a load of less than 15000 m³,
- Within the port, LNG tankers acting as bunker ships. These fall under the MBZ port regulations;
- Non-tankers using LNG as fuel for their propulsion regardless of the size of their bunker tanks.

The LNG control measures at the port of Zeebrugge apply in the tide-bound part of the port, with the exception of berth shifting of small LNG tankers. Those falls under the MBZ port regulation.

In addition to the nautical control measures - "LNG procedures for arrival and departure Zeebrugge", the corresponding Joint Notification with regard to the transport of hazardous substances in gas tankers also applies to all LNG vessels sailing through the Common Nautical Control Area (Gemeenschappelijk Nautisch Beheersgebied, GNB) and furthermore the Police and Shipping Regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast is also in force.

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 MRCC, VCZB and Port Control Zeebrugge successively. VCZB will in turn notify DAB Pilotage Zeebrugge and GNA. 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 MRCC, VCZB and Port Control Zeebrugge successively. VCZB will in turn notify DAB Pilotage Zeebrugge and GNA. 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.

LNG tankers which cannot meet the above deadlines, e.g. because the port of call is not yet known or is changed during the trip, should report as soon as this information is known and at least 6 hours in advance.

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 Attachment 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. When leaving the Westhinder anchorage to sail to the pilotage position, the LNG tanker must avoid entering the precaution area east of the line A-N, A-S. The LNG must sail via Westhinder-OD1 to A-S.

1.8. VTS guidance / position information / VHF communication

VTS assistance by VCZB is provided on VHF 60, VHF 65 en VHF 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 - MiddelkerkeBk (buoy) line -
51°19,60'N/002°31,50' E - OD1 (buoy)

CALL SIGN: Wandelaar Approach - VHF 60

The “Wandelaar” traffic area

From the Westende water tower - MiddelkerkeBk (buoy) - 51°19,60'N/002°31,50' E - OD1 (buoy) line to the
A1bis - S2 - VG6 buoy line

CALL SIGN: Traffic Center Wandelaar - VHF 65

The “Zeebrugge” traffic area

From the A1bis - S2 - VG6 buoy line, including the Pas van het Zand, to the breakwaters of Zeebrugge

CALL SIGN: Traffic Center Zeebrugge - VHF 69

VCZB can at all times provide continuous position information via VHF 4 at the request of the LNG tanker.

The use of VHF 4 does not relieve the LNG tanker of its duty to be accessible on the VHF channels of the respective MFBI block areas.

CALL SIGN: Radar Zeebrugge - VHF 4

Arriving LNG tankers must be accessible to Port Control Zeebrugge on VHF 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 m and < 315 m
- **Q-flex:** loa: ≥ 315 m and < 345 m
- **Q-max:** loa: ≥ 345 m
- **ARC7:** Ice Class tanker with three Pod propeller developed and built for the Yamal LNG project (loa: 299 m)

2.2. Nautical control measures upon arrival

2.2.1. Pilots

Two pilots are required onboard a large LNG tanker.

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: pilotage station Wandelaar, Akkaert-SW, A1, “S3/S4”, Scheur West, Pas van het Zand.

Following consultation with VCZB, it is possible to choose an alternative route in function of the traffic situation and/or obstruction of the waterway and the route: pilotage station Wandelaar, Vaargeul 1, “S3/S4”, Scheur West, Pas van het Zand can be followed.

**A large LNG tanker has the status of
“OVERSIZED VESSEL”
conform NtM**

2.2.3. Permission to arrive

- The initial approach of a large LNG tanker at the port of Zeebrugge take place during daylight regarding the securing of tugs at the SZ buoy unless otherwise agreed at the ship-shore meeting.
- The daylight requirements do not apply to sister ships of vessels that have already approached.
- 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.
- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels.

■ Conventional & ARC7-tankers:

- At least three tugs must be able to sail in due time to assist the large **conventional LNG-tanker** from buoy "SZ". One additional tug assists from the passage of the Zeebrugge breakwaters.
 - A minimum bollard pull with a total force of 255 tons is required for the 4 tugs with a wind force of up to 12 m/s.
 - A minimum bollard pull with a total force of 275 tons is required for the 4 tugs with a wind force of up to 12 m/s.
- At least three tugs must be able to sail in due time to assist the large **ARC7 LNG-tanker** from buoy "SZ". One additional tug assists from the passage of the Zeebrugge breakwaters.
 - A minimum bollard pull with a total force of 210 tons is required for the 4 tugs with a wind force of up to 12 m/s.
 - A minimum bollard pull with a total force of 210 tons is required for the 4 tugs, two of which of 80 tons or more, with a wind force of up to 12 m/s.

■ Q-max and Q-flex tankers :

- At least three tugs must be able to sail in due time to assist the large LNG-tanker before the buoy "SZ". Two additional tugs from the passage of the Zeebrugge breakwaters.
 - **For the Q-flex serie:** a minimum bollard pull with a total force of 275 tons is required for the 5 tugs.
 - **For the Q-max serie:** a minimum bollard pull with a total force of 305 tons is required for the 5 tugs.

■ Remarks:

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 Attachment 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 Attachment VII).

VCZB must check the conditions under 2.2.3.1 with Port Control Zeebrugge before the large LNG tanker passes buoys "VG5/VG6 - S2".

2.2.3.2. Conditions imposed by VCZB

- The large LNG tanker must have a minimum keel clearance of 15% on the entire route. It applies also inside de LNG dock.

- The average 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 average 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 m 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 for arrival is granted, the large LNG tanker will be referred to an anchorage by VCZB.

In the event that the large LNG tanker was allowed to proceed to the port of Zeebrugge and the 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 by VCZB before passing buoys "VG5/VG6 - S2" at the latest. Even after this passage, VCZB must always report changes to the LNG tanker.

2.2.4. Voyage plan and notification of passage points

2.2.4.1. Voyage plan

The pilot designated to the large LNG tanker aims to 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 and the pilotage station by e-mail. VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF 65 and VHF 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. Deviations may be requested in the event of chain disruptions. If this leads to deviations greater than 15 minutes, this must be reported no later than before passing the buoys "VG3/VG4 - A1". The final availability and undisturbed planning of the chain must be confirmed no later than before passing buoys "VG5/VG6 - S2". VCZB will announce immediately the amended voyage plan on VHF 65 and VHF 69 of the respective MFBI block areas.

VCZB will then notify Port Control Zeebrugge by telephone.

VCZB will inform the competent authorities and the pilotage station of the deviation by e-mail.

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:

		Duty to Report		
		TC Wandelaar VHF 65	TC Zeebrugge VHF 69	Port Control ZB VHF 71
Passage points (navigation plan)	Pilot on board	X		X
	S2 or VG5/VG6 (route: Vaargeul 1)	X	X	
	Buoy S3		X	
	Buoy S5			X
	Buoy SZ		X	
	ZB breakwaters		X	X
	Fully moored			X

VCZB will inform outgoing vessels passing buoy “W4” of the incoming and outgoing large LNG tanker, including the corresponding passage points.

VCZB will inform inbound vessels passing buoy “WP4”, S2 and VG5/VG6 of the inbound 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). This does not apply to shipping in the Wielingen.

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 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 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 intervention¹.

This tug is allowed to assist with the approach and maneuvers of a second LNG tanker to/from the LNG dock.

If two LNG tankers are present in the LNG dock, one tugboat is sufficient (see also chapter 4).

- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels.

2.4. Nautical control measures on departure

2.4.1. Pilots

Two pilots are required on board the large LNG tanker.

2.4.2. Route

Two pilots are required on board the large LNG tanker.

The departing large LNG tanker will sail along the following route: Pas van het Zand, Scheur West, "S3/S4", Vaargeul 1, pilot station Wandelaar.

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, pilot station Wandelaar.

A large LNG tanker has the status of
"OVERSIZED VESSEL"
conform NtM

2.4.3. Permission to depart

The large LNG tanker must request permission to depart from Port Control Zeebrugge, which is granted subject to the following conditions.

2.4.3.1. Conditions imposed by MBZ

- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels.
- Tugs:
 - **For conventional and ARC7 LNG vessels:** a minimum bollard pull with a total force of 190 tons is required – 3 tugs required.
With average wind force of 12 m/s or higher, for one of the tugs, a bollard pull of minimum 80 tons is required.
 - **for Q-flex:** a minimum bollardpull with a total force of 190 ton is required – 4 tugs required.
 - **for Q-max:** a minimum bollardpull with a total force of 260 ton is required – 4 tugs required.

The pilots can always request additional tugs depending on the prevailing circumstances (wind, draft, ...).

The above-mentioned number of tugs must be able to assist effectively up to the passage of the breakwaters Zeebrugge.

The large LNG tanker must be equipped to moor the above-mentioned number of tugs on deck.

The towing lines used are always issued by the tugs.

¹ In exceptional cases, the specific tugboat can be used for assistance in the outer port, for vessels other than LNG tankers to/from the LNG dock. In that case, the tug may only be used for pushing work and must be immediately available to intervene in an emergency.

One or more tugs must have suitable fire extinguishers, class standard FiFi-1, to combat an LNG fire (see Attachment 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 Attachment VII).

Port Control Zeebrugge must check the conditions under 2.4.3.1. before departure.

2.4.3.2. Conditions imposed by VCZB

- The large LNG tanker must have a minimum keel clearance of 15% on the entire route. It also applies inside the LNG-dock.
- The average 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 average 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 m across the entire sea and port stretch.

Port Control Zeebrugge must check the conditions under 2.4.3.2. with VCZB before permission for departure can be granted.

If the conditions stated in 2.4.3.2. 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.

2.4.4. Voyage plan and notification of passage points

2.4.4.1. 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 and the pilotage point by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF 65 and VHF 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

2.4.4.2. 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 announce immediately the amended voyage plan on VHF 65 and VHF 69 of the respective MFBI block areas.

VCZB will then notify Port Control Zeebrugge by telephone.

VCZB will inform the competent authorities and the pilotage point of the deviation by e-mail.

2.4.4.3. 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:

		Duty to Report			
		TC Wandelaar VHF 65	TC Zeebrugge VHF 69	Port Control ZB VHF 71	Radar-controle ZB VHF 19
Passage points (navigation plan)	Pilot on board			X	X
	Unmoored from the quay		X	X	
	Zeebrugge breakwaters		X		
	Buoy SZ		X		
	Buoy S3		X		
	S2 or VG5/VG6 (route: Vaargeul 1)	X			

VCZB will inform outgoing vessels passing buoy “W4” of the incoming and outgoing large LNG tanker, including the corresponding passage points.

VCZB will inform inbound vessels passing buoy “WP4”, S2 and VG5/VG6 of the inbound and outgoing large LNG tanker, including the corresponding passage points.

2.4.5. 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.

2.4.6. Maritime traffic regulations

2.4.6.1. 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 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. This does not apply on shipping in de Wielingen.

2.4.6.2. 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.

2.4.7. 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 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 station, 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 pilotage station Wandelaar, 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: pilotage station Wandelaar, Vaargeul 1, "S3/S4", Scheur West, Pas van het Zand.

The small LNG tanker has the status of
"OVERSIZED VESSEL"
in Pas van het Zand

3.2.3. Permission to arrive

- 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.
- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels.
- 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 Attachment VII).

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. This also applies inside the LNG dock.
- The average 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 170 m.
- Visibility must be at least 1000 m 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. Even after this passage, VCZB must always report changes to the LNG tanker.

3.2.4. Voyage plan and reporting of passage points

3.2.4.1. Voyage plan

The pilot allocated to the small LNG tanker aims to 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 and the pilotage point by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF 65 and VHF 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"

3.2.4.2. Deviations from the voyage plan

The small LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB. Deviations may be requested in the event of chain disruptions. If this leads to deviations greater than 15 minutes, this must be reported no later than before passing the buoys "VG3/VG4 - A1". The final availability and undisturbed planning of the chain must be confirmed no later than before passing buoys "VG5/VG6 - S2". VCZB will announce immediately the amended voyage plan on VHF 65 and VHF 69 of the respective MFBI block areas. VCZB will then notify Port Control Zeebrugge by telephone. VCZB will inform the competent authorities and the pilotage point of the deviation by e-mail.

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:

		Duty to Report		
		TC Wandelaar VHF 65	TC Zeebrugge VHF 69	Port Control ZB VHF 71
Passage points (navigation plan)	Pilot on board	X		X
	S2 or VG5/VG6 (route: Vaargeul 1)	X	X	
	Buoy S3		X	
	Buoy S5			X
	Buoy SZ		X	
	ZB breakwaters			X
	Fully moored			X

Outgoing vessels are informed by VCZB at passage "W4" buoy about the incoming and outgoing small LNG tanker with accompanying passage points.

VCZB will inform outgoing vessels passing buoy "W4" of the incoming and outgoing small LNG tanker, including the corresponding passage points.

VCZB will inform inbound vessels passing buoy "WP4", S2 and VG5/VG6 of the inbound and outgoing large 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 "SZ" 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.

On the route from buoys S3/S4 to the buoy SZ, the small LNG tanker, in the event of ascending and/or crossing, has to make traffic arrangements with the other vessel.

3.2.5.2. 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 small LNG tanker has been manoeuvred behind the LNG buoy (to the east) or has moored at the designated berth. This does not apply to the shipping in the Wielingen.

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 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 may have an overdepth of less than 15% during its stay in the port. This does not apply for LNG tankers.
- 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.
- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels.
- A FiFi-1 tugboat (see Attachment 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.
- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels.
- A FiFi 1-tugboat (see Attachment 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 pilotage station Wandelaar.

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, pilotage station Wandelaar.

The small LNG tanker has the status of
"OVERSIZED VESSEL"
in 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

- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels..
- 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 Attachment VII).

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 This also applies inside the LNG dock.
- The average 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 half an 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 and the pilotage point by e-mail.

VCZB will simultaneously announce the voyage plan (including the relevant passage points and passage times) on VHF 65 and VHF 69 of the respective MFBI block areas at the following points in time:

- Half an 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 announce immediately the amended voyage plan on VHF 65 and VHF 69 of the respective MFBI block areas.

VCZB will then notify Port Control Zeebrugge by telephone.

VCZB will inform the competent authorities and the pilotage point of the deviation by e-mail.

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:

		Duty to Report			
		TC Wandelaar VHF 65	TC Zeebrugge VHF 69	Port Control ZB VHF 71	TC Vlissingen VHF 14
Passage points (navigation plan)	Pilot on board	X		X	X
	Zeebrugge breakwaters			X	
	Buoy S2		X		
	Buoy S5			X	
	S2 or VG5/VG6 (route Vaargeul 1)	X	X		

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 passing buoy “WP4”, S2 and VG5/VG6 of the incoming and outgoing large 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 for traffic regulation to and from Zeebrugge and coordination of all shipping in the port, 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. This does not apply for the shipping in the Wielingen.

3.4.5.2. 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 buoy "SZ" 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.

On the route from buoys S3/S4 to the buoy SZ, the small LNG tanker, in the event of ascending and/or crossing, has to make traffic arrangements with the other vessel.

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 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. This tug is allowed to assist with the approach and maneuvers of a second LNG tanker to/from the LNG dock.
- A single FiFi-1 tug is sufficient.

ATTACHMENT I - partners

DAB Pilotage Service Zeebrugge	<p>Doverlaan 7 box 2 B-8380 Zeebrugge Pilotage service controller (24/7) Tel. +32 (0)50 35 52 39</p> <p>Head of Nautical Operations Kapitein Bart Marvellie Tel. +32 (0)50 55 77 36 Mob. +32 (0)473 33 27 65 bart.marvellie@mow.vlaanderen.be</p>
Maritime Police, Coast Division	<p>Natiënkaai 5 B-8400 Ostend</p> <p>Tel.: +32 (0)59 56 15 30 dga.spn.kust.wpz@police.belgium.eu dga.skm.kust.bcpno@police.belgium.eu</p>
MBZ	<p>Pierre Vandammehuis Isabellalaan 1 B-8380 Zeebrugge</p> <p>Tel.: +32 (0)50 54 32 40 (during working hours) Tel.: +32 (0)50 54 68 67 (after working hours)</p> <p>hkd@mbz.be portcontrol@mbz.be (24/7)</p>
VCZB	<p>Westelijke Stredam B-8380 Zeebrugge</p> <p>Tel. +32 (0)59 34 28 00 Tel. +32 (0)59 34 28 01 Fax +32 (0)59 34 28 98 vts-zeebrugge@vts-scheldt.net</p>
Fluxys	<p>Henri-Victor Wolvenstraat 3 B-8380 Zeebrugge</p> <p>Tel.: +32 (0)50 36 66 00 (control room) Tel.: +32 (0)50 36 65 00 (emergency number) LNGTMLStaff@Fluxys.net</p> <p>Reception: Tel. +32 (0)50 36 66 11 Fax +32 (0)50 36 66 09</p>

MRCC

Maritiem Plein 3
B-8400 Ostend

Tel.: +32 (0)59 34 10 20 (operational floor)
Tel.: +32 (0)59 70 10 00 (emergency number)
Tel.: +32 (0)59 70 11 00 (emergency number)
Fax: +32 (0)59 54 32 49

mrcc@mrcc.be

Act. Head of Nautical Operations
Dries Boodts
Tel. +32 (0)485 27 17 08
dries.boodts@mow.vlaanderen.be

GNA

Scheldecōördinatiecentrum (SCC)
Commandoweg 50
NL - 4381 BH Vlissingen

Tel. +31 (0)88 7980 758
gna-scc@vts-scheldt.net

ATTACHMENT 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.

In the event of chain disruption and congestion, the priority is determined on the basis of the port planning.

ATTACHMENT III - Comparison of nautical preconditions

	Small LNG *	Conventional LNG	Q-flex	Q-max	ARC7
Dimensions	≤ 200 m	loa > 200 - < 315 m	loa ≥ 315 - < 345 m	loa ≥ 345 m	loa = 299 m
Pilot boarding – Pilotage station	Buoy “KB”	1 mile east of buoy “A-S”	1 mile east of buoy “A-S”	1 mile east of buoy “A-S”	1 mile east of buoy “A-S”
Minimum passing distance pilotage station	5 cables	5 cables	5 cables	5 cables	5 cables
Minimum passing distance sea stretch	2 cables	2 cables	2 cables	2 cables	2 cables
Ship status	Oversized Pas van het Zand	Conform NtM	Oversized entire route	Oversized entire route	Oversized entire route
Initial approach		Daylight	Daylight	Daylight	Daylight
Tugs inbound	nihil	3+1 – 255 BP – buoy “SZ” 275 BP with wind ≥12 m/s	3+2 – 275 BP – buoy “SZ”	3+2 – 305 BP – buoy “SZ”	3+1 – 210 BP – buoy “SZ” (1+1+2) ≥80TBP ≥12 m/s
Tugs outbound	nihil	3 – 190 BP – to breakwater (2+1) ≥80TBP with wind ≥12 m/s	4 - 165 BP - to breakwater	4 - 260 BP - to breakwater	3 – 190 BP – to breakwater (2+1) ≥80TBP with wind ≥12 m/s
Maximum wind I/U	< 14 m/s western breakwater	< 14 m/s western breakwater	< 14 m/s western breakwater	< 12 m/s western breakwater	< 14 m/s western breakwater
Min. keel clearance I/U	15 % entire route	15% entire route	15% entire route	15% entire route	15% entire route
Min. visibility I/U	1000 m	1000 m	1000 m	1000 m	1000 m
Max. tidal current inbound	< 2 knots (>170 m)	< 1.5 knots	< 1.5 knots	< 1.5 knots	< 1.5 knots
Max. tidal current outbound	nihil	< 2 knots	< 2 knots	< 1.5 knots	< 2 knots

* A small LNG tanker the largest tank of which is less than 3000 m3 and which has a load under 15000 m3 is exempt from the LNG control measures.

ATTACHMENT 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

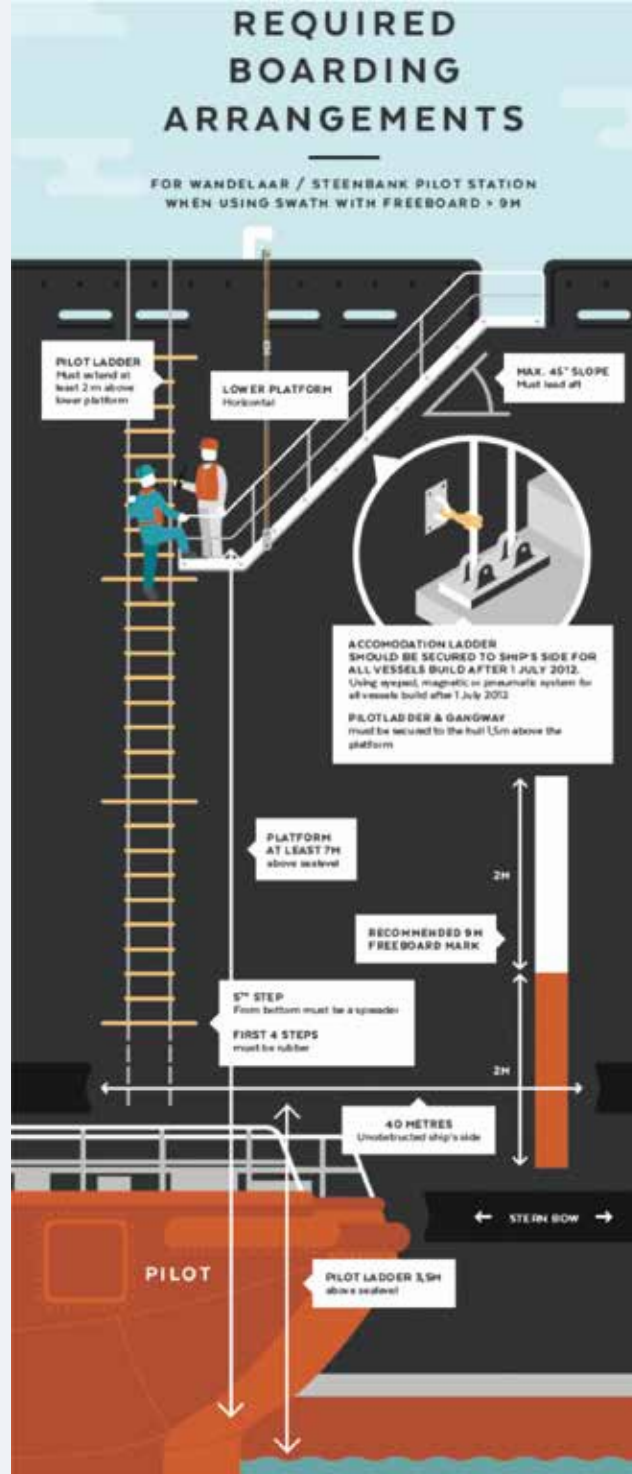
- The capacity of the self-protection water spray system may not be less than 10 l/min per square metre of protected area.
- For interior-insulated surfaces, such as Class A-60 partitions, a lower capacity can be accepted provided the difference is less than 5 l/min per square metre of protected area.

ATTACHMENT V - Mariphone Block Areas

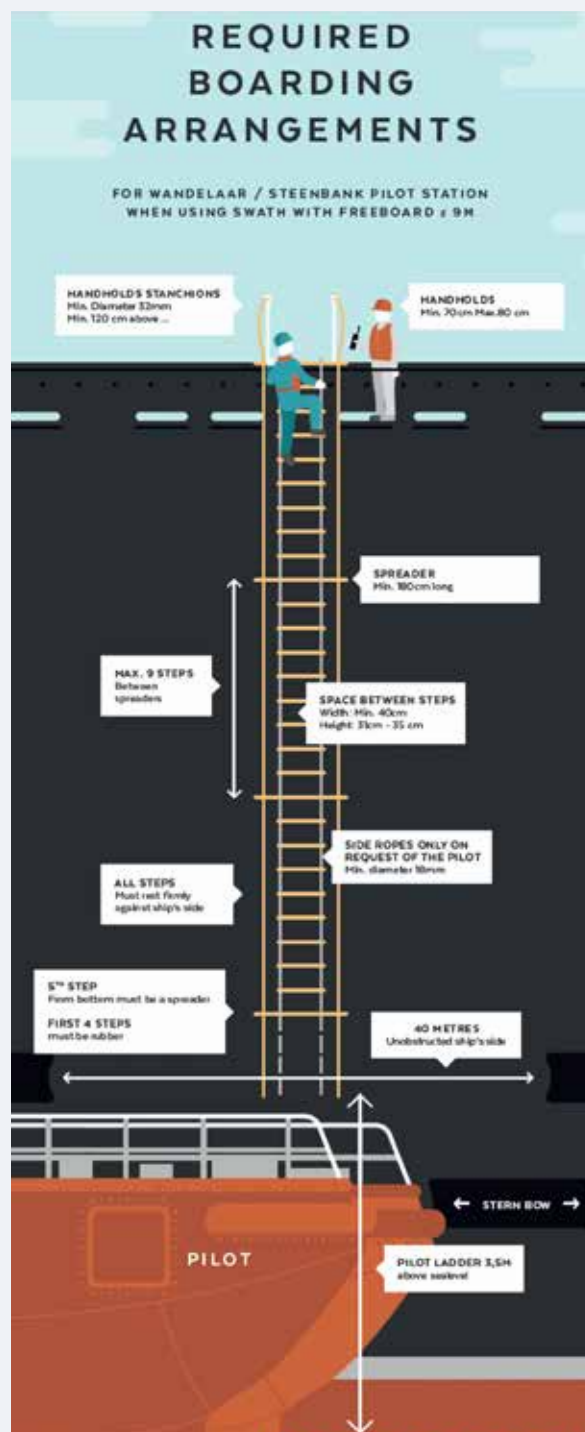
www.vts-scheldt.net

ATTACHMENT VI - Swath operability

Minimum criteria to be swath operable with a freeboard of more than 9 m:



Minimum criteria to be swath operable with a freeboard of 9 m or less:



Additionally:

- Minimum height Pilot door/ Side door above waterline : > 4,0 m
- Minimum height freeboard: > 3,0 m

ATTACHMENT 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

2023-01/054 (DIFFERENTIAL) GLOBAL POSITIONING SYSTEM: THEORY AND PRACTICE

NtM 2022-1/53 cancelled

1. DGNSS station

The Shipping Assistance Division of the Agency for Maritime and Coastal Services (MDK) is offering a Differential Global Positioning System (DGPS) service for an increased precision of the GPS system. The DGNSS station, located in the harbour of Ostend, monitors 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 across the entire Belgian Continental Shelf. The range of the signal depends 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 its 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

Name of DGPS radio beacon	Oostende
IDs of reference stations	640
ID of broadcast station	420
Position of station (WGS 84)	51° 14' 19.02670" N - 02° 55' 52.01046" E
Broadcast frequency of DGPS signal	312 kHz
Reception range of DGPS signal	Approx. 119 NM (approx. 220 km)
Bit rate	200 bps
Broadcasted messages	<ul style="list-style-type: none"> • 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	Shipping Assistance Division Agency for Maritime and Coastal Services Flemish Government Maritiem plein 3 8400 Ostend BELGIUM 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 when using a DGPS (cf. point 2 for technical details).

The increased precision is a very positive evolution for mariners and general safety. Still, one must not lose track of the reality.

Some important points of attention:

1. (D)GPS precision

- While using GPS, the chance that the true position is within a radius of 22,5 m 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.

For the Belgian sea charts, the positions of all wrecks found in the Belgian Continental Shelf have been determined using 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 sail close to underwater obstructions.

Source: MDK - afdeling Kust - Vlaamse Hydrografie, MDK - afdeling Scheepvaartbegeleiding

2023-01/055 SPECIAL PROTECTION ZONES AND SPECIAL NATURE PRESERVE ZONES

NtM 2022-1/54 cancelled

The KB of 22 mei 2019 establishing the marine spatial plan for the period 2020 until 2026 in the Belgian sea areas confirms the establishment of three special protection zones for birds and 2 special nature preserve zones:

1. The special protection zones

1. a zone off Koksijde, named **SBZ 1** (European code BEMNZ0002), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:

1. 51°06,725'N 002°35,829'E
2. 51°07,761'N 002°32,323'E
3. 51°12,560'N 002°30,843'E
4. 51°13,531'N 002°39,062'E
5. 51°08,973'N 002°41,900'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 article 5 of the Law of the Sea Convention and in its direction, is extended up to the baseline..

2. a zone off Oostende, named **SBZ 2** (European code BEMNZ0003), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:

1. 51°12,610'N 002°51,430'E
2. 51°14,280'N 002°51,310'E
3. 51°14,800'N 002°45,280'E
4. 51°21,300'N 002°49,440'E
5. 51°20,030'N 002°57,400'E
6. 51°17,740'N 002°59,390'E
7. 51°16,180'N 002°55,120'E
8. 51°14,760'N 002°56,480'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** (European code BEMNZ0004), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:

1. 51°19,472'N 003°08,623'E
2. 51°21,107'N 003°16,399'E
3. 51°22,700'N 003°15,080'E
4. 51°23,850'N 003°10,380'E
5. 51°21,730'N 003°04,000'E
6. 51°20,688'N 003°04,790'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 article 5 of the Law of the Sea Convention and in its direction, is extended up to the baseline.

In the special protection zones, the following activities are only permitted if a Natura 2000 authorization has been obtained:

- civil engineering activities;
- industrial and commercial activities;

In “SBZ 1” and “SBZ 2”, the following activities are prohibited in the period from 1 December until and including 15 March, in accordance with Article 8, § 3, of the MMM-Law:

- the exercise with helicopters at a height of less than 500 ft, excepted for helicopters owned, operated or commissioned by a State, Region or Community and which are at that time only used for non-commercial government service;
- the passage of high-speed craft, except in exceptional circumstances;
- water sports competitions, unless they have obtained Natura 2000 authorization, insofar as they are subject to this procedure.

Shipping is allowed.

2. a special nature preserve zone

in the sea area, two special nature preserve zones are established as follows:

1. the zone **"Vlaamse Banken"** (European code BEMNZ0001), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:
 1. 51°05,567'N 002°32,538'E
 2. 51°16,100'N 002°23,337'E
 3. 51°27,131'N 002°17,544'E
 4. 51°31,620'N 002°27,120'E
 5. 51°28,860'N 002°34,680'E
 6. 51°20,697'N 002°47,010'E
 7. 51°14,433'N 002°55,561'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 article 5 of the Law of the Sea Convention and in its direction, is extended up to the baseline.

2. the zone **"Vlakte van de Raan"** (European code BEMNZ0005) bounded by the following coordinates:
 1. 51°26,165'N 003°18,346'E
 2. 51°25,474'N 003°11,856'E
 3. 51°30,115'N 003°06,266'E
 4. 51°31,340'N 003°08,228'E
 5. 51°29,034'N 003°12,655'E
 6. 51°26,951'N 003°17,705'E

In these area, activities can take place that:

1. have a Natura 2000 authorization, provided they are subject to this procedure;
2. are not prohibited or restricted in any other way.

The shipping is allowed in the special nature preserve zones.

Source: FOD Volksgezondheid - Dienst Marien Milieu

2023-01/056 SUBMARINE CABLES AND PIPELINES

NtM 2022-1/55 cancelled

1. Warning against anchoring and trawling close to or in the vicinity of submarine cables and pipelines

Concerning 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 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 protected area of 500 m is created, 250 m on either side 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 KB 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 for the rupturing of 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 cut and sacrificed without any 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. In the case of a gas pipeline, the sudden gas escaping at high pressure 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 cut 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, concerning the approval of the International Convention on the protection of submarine telegraph cables, and to the procedure 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.

Source: FOD Economie

2023-01/057 OCEANOGRAPHIC AND COMPARABLE STATIONS

NtM 2022-1/56 cancelled

More and more stations 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 timely fashion 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 large 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, FOD Economie

2023-01/058 SAFETY ZONES TO PROTECT OFFSHORE INSTALLATIONS

BaZ 2022-1/57 and BaZ 2022-1/58 cancelled.

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 KB establishing safety zones in sea areas under Belgian jurisdiction of 04 February 2020, publication 27 February 2020, determines that a safety zone is established:
 - of 500 m from the outer limits around each energy construction, from as soon as construction is started until the energy construction has been completely demolished. Once all energy structures in an energy park have been built, a safety zone of 500 m is established around the energy park from the external borders. Once all energy parks have been built in an energy zone, a safety zone of 500 m around the energy zone is established from the external borders.
 - of 75 m from the external boundaries around each mast, measuring pole or radar, as soon as construction starts until the mast, measuring pole or radar is completely demolished.
 - around the artificial islands, installations or facilities for scientific research, commercial and industrial activities, measured from any point of their external boundary, from the start of construction until the artificial island, installation or facility has been demolished. The size of the safety zone will be determined by the minister responsible for maritime mobility after advice from the working group on measures.

Access to the safety zone is prohibited except in the following cases as mentioned in the above KB:

- for warships, ships in use as marine assistance vessels, other vessel or aircrafts owned, managed or commissioned by a State, Region of Community and which at that time are exclusively used for non-commercial government services
 - for the means of the concessionaires and of the license holders of the cable laying permits inside their own wind farms zone or the means deployed on behalf of the concessionaire or of the license holders
 - for the means of scientific research subject to prior consultation with the domain concessionaire and undiminished the relevant permit requirements
 - for the means deployed for the maintenance of cables and pipelines
 - for the means deployed based on articles 14 and 19, §2 of the KB MRP
 - for the means deployed by the holder of the user license based on article 23 of the KB MRP inside their own zone
 - for vessels in distress
 - for saving human lives and properties or attempts
 - in case of force majeure.
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. Belgium's territorial sea and EEZ includes, inter alia, the following safety zones:

- The safety zone of Windfarm Zone 1 East (which includes the Belwind, C-Power A, C-Power B, Northwind, Rentel, Norther, Northwester 2, Mermaid en Seastar wind farms) is bounded by the following coordinates:
51°32,66'N 003°05,56'E
51°33,05'N 003°04,81'E
51°44,69'N 002°45,36'E
51°44,11'N 002°42,44'E
51°42,30'N 002°41,84'E
51°39,13'N 002°44,78'E
51°38,01'N 002°47,14'E
51°36,97'N 002°47,74'E
51°35,77'N 002°50,36'E
51°35,19'N 002°53,01'E
51°34,05'N 002°55,01'E
51°32,84'N 002°52,36'E
51°29,04'N 002°58,32'E
51°30,51'N 003°02,68'E
- The safety zone of the energy platform OSY-OS1ST is bounded by:
a circle with centre 51°34,94'N 002°52,12'E and radius 515 m
- The safety zone of the scientific research platform RT1 is bounded by:
a circle with centre 51°14,78'N 002°55,16'E and radius 220 m
- The safety zone of the Seafarm Westdiep is bounded by the following coordinates:
51°10,96'N 002°38,14'E
51°09,79'N 002°38,94'E
51°09,40'N 002°37,59'E
51°10,59'N 002°36,78'E

Source: MDK – afdeling Kust – Vlaamse Hydrografie, FOD Mobiliteit en Vervoer

2023-01/059 MINIMUM REQUIREMENTS FOR CERTAIN TANKERS THAT WISH TO SAIL TO A BELGIAN PORT

NtM 2022-1/59 cancelled

The attention of the mariners is requested for the KB of 14 August 1984 (Belgian Statute Book of 22 September 1984) which contains a reporting duty and a checklist for such vessels.

Source: FOD Mobiliteit & Vervoer

2023-01/060 REPORTING DANGEROUS SUBSTANCES TO THE COMMON NAUTICAL AUTHORITY

NtM 2022-1/60 cancelled

Article 1

1. The Master of a seagoing vessel, loaded with or empty with dangerous substances, as referred in Attachment 1 of the Shipping Regulations Western Scheldt 1990, reports this to the GNA.
2. The Master of a seagoing vessel that has a LNG system on board, reports de presence of this system to the GNA.
3. The reports mentioned in paragraphs 1 and 2 must be made:
 - a. at least twenty-four hours before arrival in the management area of the GNA, 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 GNA at fax number +31 (0)118 47 25 03 or to the e-mail address IMOlading@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, convoy or tanker that is entering the control area of the GNA for the first time during a certain voyage, reports his dangerous substances 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.

Source: GNA Bass 106-2018, GB 06-2018

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:

Vessel's name:	-	Call sign:	-
Length:	- m.	Width:	- m.
Draught:	- dm.		
LNG system on board:			

Route:

Port of departure:	Pilot station: SB/WN	Port of destination:
-	-	-

Cargo information:

Information about the cargo or about the cargo of which the vessel is emptied.

Denominations of the dangerous substances * Un.no or MARPOL category.

Denomination of the substance:	Un.nr.:	MARPOL:
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

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;
- Group B of the BC-Code;
- Attachment I of the MARPOL;
- Attachment II of the MARPOL;
- Attachment III of the MARPOL.

Reporting form to be sent via e-mail to: IMOlading@VTS-Scheldt.net

2023-01/061 TRANSPORT OF DANGEROUS SUBSTANCES WITH GAS TANKERS INSIDE THE GNB WORKING AREA

NtM 2022-1/61 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

The Common Nautical Authority (Article 1(e) of the GNB Treaty: Treaty Series, Volume 2005 No. 312).

e. RVGZ

Regulations governing the Transport of Hazardous Substances by Seagoing Vessels (*Regeling Vervoer Gevaarlijke stoffen met Zeeschepen, RVGZ*) (Official Gazette 258 of the year 2008).

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 commander of the gas carrier ship or his deputy, whether or not the Gas Carrier is indeed a Voyage Plan IMO 2 Gas Tanker.

Table 1: Categorisation of Seagoing Gas Tankers.			
Stofnaam	Proper Shipping name (UNnr.).	Voyage plan IMO 2 Gas Tanker	Not a Voyage plan IMO 2 Gas Tanker
*Chloor	Chlorine (1017)	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 .	May only be transported subject to the express permission of the GNA (See Article 2(c)).
*Zwavel dioxide	Sulphur Dioxide (1079)		
Ethyleenoxide	Ethylene Oxide (1040)	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.	The Capacity of the largest cargo tank is less than 1000 m ³ , and the collective Load Capacity of all tanks is less than 5000 m ³ .
Methyl Bromide	Methyl Bromide (1062)		
Acetaldehyde	Acetaldehyde (1089)	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.	The Capacity of the largest cargo tank is less than 1500 m ³ , and the collective Load Capacity of all tanks is less than 7500 m ³ .
Ammoniak, watervrij	Ammonia, anhydrous (1005)		
Ethylchloride	Ethyl Chloride (1037)		
Methylchloride	Methyl Chloride (1063)		
Dimethylether	Dimethyl Ether (1033)		
*Dimethylamine, watervrij	Dimethylamine, anhydrous (1032)		May only be transported subject to the express permission of the GNA (See Article 2(c)).

Table 1: Categorisation of Seagoing Gas Tankers.			
Stofnaam	Proper Shipping name (UNnr.).	Voyage plan IMO 2 Gas Tanker	Not a Voyage plan IMO 2 Gas Tanker
Butaan	Butane (1011)	The Capacity of the largest cargo tank is 3000 m ³ or more and/or the collective Load Capacity of all tanks is 15000 m ³ or more.	The Capacity of the largest cargo tank is less than 3000 m ³ , and the collective Load Capacity of all tanks is less than 15000 m ³ .
Mengsel van Koolwaterstofgassen, vloeibaar gemaakt N.E.G. [Butaan/ Propaan-mengsels]	Hydrocarbon Gas Mixture, Liquefied N.O.S. [Butane-propane mixture] (1965)		
Butadien	Butadienes Stabilized (Or butadienes and hydrocarbon mixture, stabilized with more than 40% Butadienes;) (1010)		
Butylenen	Butylene (1012)		
Ethaan	Ethane (1035/ 1961)		
Ethyleen / Etheen	Ethylene (1962 / 1038)		
Methaan	Methane (1972)		
Methylacetyleen / Propadienmengsels	Methyl Acetylene and Propadiene mixtures, stabilized (1060)		
Propaan	Propane (1978)		
Propyleen / Propeen	Propylene (1077)		
Vinylchloride	Vinyl Chloride, stabilized (1086)		
C4 / Petroleumgassen	Petroleum Gasses, Liquefied (1075)		
Stikstof	Nitrogen, (1066/1977)		
Koolstofdioxide	Carbon Dioxide (2187)		
Dichloor-difluormethaan	Dichloro-difluoromethane (1028)	Under all circumstances No sailing plan IMO 2	
Dichloormonofluor-methaan	Dichloro-fluoromethane (1029)		
Dichloor-tetrafluorethaan	1,2-Dichloro-1,1,2,2-tetrafluoroethane (1958)		
Monochloor-difluormethaan	Chloro-difluoromethane (1018 koel-gas R22)		
Monochloor-tetrafluorethaan	1-Chloro-1,2,2,2-tetrafluoroethane (1021)		
Monochloor-trifluormethaan	Chlorotrifluoro-methane (1022)		

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: Attachment 2 for Article 15(2))

Tabel 2:

Table 2: Liquefied gases that may not be transported in tankers.	
Stofnaam	Proper shipping name (Unnr.) :
Chloor	Chlorine (1017)
Dicyaan	Cyanogen (1026)
Dimethylamine, watervrij	Dimethylamine, anhydrous (1032)
Waterstofbromide, watervrij	Hydrogen Bromide, anhydrous (1048)
Waterstofchloride, watervrij	Hydrogen Chloride, anhydrous (1050)
Waterstofsulphide (zwavelwaterstof)	Hydrogen Sulphide (1053)
Methylamine, watervrij	Methylamine, anhydrous (1061)
Distikstoftetroxide	Dinitrogen Tetroxide / Nitrogen Dioxide (1067)
Nitrosylchloride	Nitrosyl Chloride (1069)
Fosgeen	Phosgene (1076)
Zwavedioxide	Sulphur Oxide (1079)
Chloortrifluoretheleen	Trifluorochloroethylene, stabilized (1082)
Trimethylamine, watervrij	Trimethylamine, anhydrous (1083)
Cyaanchloride	Cyanogen Chloride, stabilized (1589)
Arseenwaterstof	Arsine (2188)
Dichloorsilaan	Dichlorosilane (2189)
Germaanwaterstof	Germane (2192)
Wolframhexafluoride	Tungstun Hexafluoride (2196)
Waterstofjodide	Hydrogen Iodide, anhydrous (2197)
Fosforwaterstof (fosfine)	Phosphine (2199)
Waterstofselenide, watervrij	Hydrogen Selenide, anhydrous (2202)
Carbonylsulfide	Carbonyl Sulphide (2204)
Zwaveltetrafluoride	Sulphur Tetrafluoride (2418)
Methylchloorsilaan	Methylchlorosilane (2534)
Antimoonwaterstof (stibine)	Stibine (2676)

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.
* A small LNG tanker the largest tank of which is less than 3000 m³ and which has a load under 15000 m³ is exempt from the LNG control measures.

- 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 "Shore Based Pilotage (LOA) 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 11.
 - **Information from the Terneuzen traffic Centre:**
The Terneuzen Traffic Centre will keep all maritime traffic informed of all vessels loading ammonia via VHF 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. LOA during Storm Pilotage

A Voyage Plan IMO 2 Gas Tanker is not eligible for LOA.

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

- c1. Poor visibility:
A Voyage Plan IMO 2 Gas Tanker is prohibited from sailing if:
 - c1a. Visibility is less than 1000 m on the inbound route for vessels coming from the sea, up to the De Nolle - Nieuwe Sluis line (coast line, Ships Act, Article 1(a)); or
 - c1b. Visibility is less than 2000 m on the upstream route, from the De Nolle - Nieuwe Sluis line (coast line, Ships Act, Article 1(a)) up to and including Antwerp or Ghent).
- c2. If a Voyage Plan IMO 2 Gas Tanker has Clearance and visibility is poorer than the conditions stated under c1, the GNA will determine, in consultation with the commander/pilot of the gas tanker, whether or not the journey will be interrupted by laying at anchor, or if the journey can be continued.
- c3. 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.
- d3. 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 Flushing Roads; and
- no passengers can board on or disembark from through-sailing (non pilot-switching) Voyage Plan IMO 2 vessels.

d4. The river stretch:

Upstream of Flushing 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 Flushing, 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

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.

Source: GNA Bass 050-2018, GB 01-2018

2023-01/062 COMMON NAUTICAL MANAGEMENT (GNB-AREA): REGULATIONS FOR TANKERS THAT REQUIRE A PILOT OR ARE UNDER PILOTAGE

NtM 2022-1/62 cancelled

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. Venting, drying or inerting of gasfree tanks in order to make or keeping the tanks ready for receipt of cargo is however permitted, unless the ship is (dis)embarking the pilot in which case it is also forbidden. It is the responsibility of the commander to communicate to the GNA in written (gna-scc@vts-scheldt.net) that the operations only concern gasfreed tanks. In the event of such operations, these operations will be stopped well in advance before the pilot(s) will (dis)embark. In addition, the ship will demonstrate to the pilots, when they are boarding, that the situation is safe by means of for instance an appropriate personal gas detector.
- 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 negative, then the vessel will not receive a pilot, but referred to an anchorage near the pilotage 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 or 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 vessels crew or the pilot on board a tanker discovers that gases are escaping from the cargo, then the GNA must be notified immediately 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 tankers that do not comply with the requirements mentioned under art. 1 stated requirements

- 4.1. The tankers will not receive a pilot at the pilotage stations 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 or redirected to open sea (this can also be an anchorage area near one of the pilotage stations).
- 4.3. Previous pilot orders will be charged in accordance with the requirements for Pilotage charging rates.

Source: GNA Bass 015-2019

2023-01/063 REPORTING PROCEDURE TO THE MRCC IN CASE OF SHIPPING INCIDENTS

NtM 2022-1/63 cancelled

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 commander 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, intruding 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 observed floating at sea.

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 16,

b) or on VHF 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

2023-01/064 SAR COOPERATION PLANS - MSC/CIRC. 1079 - BELGIUM

NtM 2022-1/64 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 there SAR Co-operation plans, small corrections and updates to:

Dries Boodts
Director MRCC Ostend
Maritiemplein 3
8400 Ostend
Belgium
administration.mrcc@mow.vlaanderen.be

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

2023-01/065 ANCHORING OF DAMAGED VESSELS AFTER AN INCIDENT

NtM 2022-1/65 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 Common 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 Bass 074-2005, GB 03-2005

2023-01/066 FIRING PRACTICE IN THE AREA LOMBARDSIJDE: GENERAL REGULATIONS

NtM 2022-1/66 cancelled

1. Firing practice and exercise areas

There are three different firing practice and exercise areas that have been determined as follows:

1. Small area

The danger zone is an area with a 2,5 nautical mile radius around 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 - 002°46,62'E).

2. Medium area

The danger zone is an area with a 7,5 nautical mile radius with the position 51°08,62'N - 002°46,15'E, as its centre, bordered by the same bearings as in 1.

3. Large area

The danger zone is an area with a 12 nautical 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 - 002°44,15'E on 350 m WSW of the water tower of Nieuwpoort. For the firing practices that are done:

1. In the small area

A square red flag with a red circular signal on top.

2. In the medium area

A square red flag with two red circular signals on top.

3. In the large area

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 a signalization panel, which is located to the right of the exit of the port shipping lane NIEUWPOORT, will be made visible during firing practice.

The panel will show the following information:

GEVAAR-DANGER
ZEEWAARTSE SCHIETOEFFENINGEN
[SEAWARD FIRING PRACTICE]
INFO VHF 67 C/S:SN

SN (Sierra November) is the callsign of the artillery sector NIEUWPOORT and the working frequency is VHF 67. The radio station is manned during artillery practice between 0800 h and 1600 h. At the end of the artillery practice the text on the panel will be made invisible.

Source: Ministerie van Defensie - Nieuwpoort

2023-01/067 NIEUWPOORT: SEAWARD FIRING PRACTICE - SMALL, MEDIUM AND LARGE AREA

NtM 2022-1/67 cancelled

Normally speaking NO firing practice is planned on air and/or sea targets and shipping is free:

- on ALL Saturdays, Sundays and bank holidays
- from 23 December 2022 to 08 January 2023
- from 18 February to 26 February 2023
- from 01 to 16 April 2023
- from 29 April to 01 May 2023
- from 18 to 21 May 2023
- from 27 to 29 May 2023
- from 15 June to 17 September 2023
- from 28 October to 05 November 2023
- 15 November 2023
- from 22 December 2023 to 07 January 2024

For the daily schedule of the firing practice, outside the periods listed above, shipping is requested to consult the MSI of the MRCC Ostend. All shipping activity is prohibited in the activated sector during firing practice. To improve the information towards the various users (pleasure shipping, sailing clubs, fishing, etc.) the Ministry of Defence will make more detailed information available on its website for the areas and the limitations for 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 firing range in Nieuwpoort by phone at +32 (0)58 23 64 60.

Source: Ministerie van Defensie - Nieuwpoort

2023-01/068 NORTH SEA: BELGIAN NATIONAL EXERCISES AREA FOR NAVAL VESSELS (BNOM)

NtM 2022-1/68 cancelled

From 1 January until 31 December, exercises can be carried out by the naval vessels inside an area bounded by the following coordinates:

- | | | |
|----|------------|-------------|
| 1. | 51°26,77'N | 002°33,90'E |
| 2. | 51°35,36'N | 002°35,88'E |
| 3. | 51°42,00'N | 002°37,41'E |
| 4. | 51°42,00'N | 002°39,20'E |
| 5. | 51°26,75'N | 003°00,50'E |
| 6. | 51°26,77'N | 002°49,86'E |
| 7. | 51°24,40'N | 002°44,83'E |
| 8. | 51°24,40'N | 002°40,30'E |
| 9. | 51°26,78'N | 002°40,29'E |

This area can be used by the navy for sea target shooting exercises.

The exercises are announced by means of an MSI prepared by the MRCC.

In principle, no prohibition of navigation is required during shooting practices.

The firing vessel chooses a sector which free of shipping.

Further notices will be issued with detailed schedules as well as about the type of these exercises.

Source: Ministerie van Defensie - Marinecomponent

2023-01/069 ZONE FOR THE DESTRUCTION OF EXPLOSIVES

NtM 2022-1/69 cancelled

a. Use

This zone is used by vessels of the Naval Forces for the destruction of explosives (ammunition, mines, ...) found at sea.

If necessary, destruction can also be carried out at other locations.

The naval ships involved are mine-fighting units or patrol ships possibly assisted by Rhibs.

b. Description

Area with the center 51°29,07'N 002°49,92'E and a radius of 3,2 NM.

Source: Ministerie van Defensie - Marinecomponent

2023-01/070 BELGIAN COASTAL ZONES FOR MINE LAYING, MINE DETECTION AND MINE SWEEPING PRACTICE

NtM 2022-1/70 cancelled

Within the framework of practice 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 Shelf:

1. Zone NB-01 (Westhinder)

- 51°28,85'N 002°44,92'E
- 51°26,75'N 002°44,92'E
- 51°26,75'N 002°35,52'E
- 51°28,85'N 002°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 1/69.

2. Zone NBH-10 (Wenduine)

- 51°18,53'N 002°53,00'E
- 51°21,00'N 002°53,00'E
- 51°21,00'N 002°59,49'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 may extend to a slightly wider area, situated between the approach of the port of Ostend and the Wenduine Bank.

3. Zone QZR 040

- 51°15,12'N 002°27,61'E
- 51°17,21'N 002°29,23'E
- 51°18,51'N 002°31,83'E
- 51°19,60'N 002°33,60'E
- 51°19,60'N 002°36,09'E
- 51°19,34'N 002°34,72'E
- 51°18,13'N 002°32,43'E
- 51°16,79'N 002°29,77'E
- 51°14,89'N 002°28,39'E

This area is issued as permanent practice area for NMCM-training.

4. Zone Outer Ratel

- 51°16,20'N 002°30,40'E
- 51°17,00'N 002°29,50'E
- 51°18,30'N 002°32,10'E
- 51°17,50'N 002°33,10'E

This area is issued as permanent practice area for NMCM-training.

5. Shallow water practice area

This is the zone between the baseline and the line between the following points:

- 51°21,28'N 003°10,37'E
- 51°19,59'N 003°08,99'E
- 51°21,33'N 003°08,33'E
- 51°21,33'N 003°10,33'E

This area is issued as practice area for minesweeping exercises in shallow waters.

Source: Ministerie van Defensie – Marinecomponent

2023-01/071 DIVING AT SEA: PROCEDURES

NtM 2022-1/71 cancelled

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 67,
 - or by phone, 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, an authorization should be requested, at least three weeks in advance, to the Director of the MRCC. If an authorization is granted for diving operations in beaconed fairways or approaches, conditions thereto may be imposed.
9. According to article 4 of the KB 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 en Vervoer

2023-01/072 DISCOVERIES AT SEA - HISTORICAL WRECKS

NtM 2022-1/72 cancelled

Discovery of underwater cultural heritage or wrecks not yet known should be compulsorily reported to the Governor of West-Vlaanderen via gouverneur@west-vlaanderen.be or via the website www.vondsteninzee.be.

Underwater cultural heritage are all traces of human presence as well as fossilised animal or plant remains that have been underwater for more than 100 years.

Wrecks are, i.e. ships, aircraft or other means of transport, found in the Belgian maritime zones.

A total of 55 wrecks have been recognised as underwater cultural heritage. 27 of the 55 sites are subject to additional protective measures.

Cultureel erfgoed onder water	Positie	Beschermingsmaatregelen
West-Hinder	51°22,88'N 002°27,13'E	- 15 m around wreck: line fishing, anchoring and dredging prohibited - 40 m around wreck: trawling prohibited
Remains wooden vessel	51°14,78'N 002°55,38'E	20 m around wreck: anchoring and dredging prohibited
Wreck site at Buiten Ratel sandbank	51°14,43'N 002°30,19'E	12,5 m around wreck: anchoring and dredging prohibited
HMS Brilliant	51°15,20'N 002°56,72'E	35 m around wreck: line fishing, anchoring and dredging prohibited
SS Kilmore	51°23,73'N 002°29,79'E	45 m around wreck: line fishing, anchoring and dredging prohibited
U-11	51°20,55'N 002°52,08'E	30 m around wreck: line fishing, trawling, anchoring and dredging prohibited
't Vliegent Hart	51°29,52'N 003°06,87'E	15 m around wreck: anchoring and dredging prohibited
Torpilleur Branlebas	51°13,01'N 002°37,71'E	15 m around wreck: trawling prohibited
H.M. Motor Launch 561	51°13,82'N 002°52,87'E	10 m around wreck: trawling prohibited
A-19 Stern	51°13,88'N 002°38,03'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
A-19 Foreship	51°13,84'N 002°38,05'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
G-88 Stern	51°27,39'N 003°04,32'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
G-88 Foreship	51°27,36'N 003°03,98'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
G-96	51°17,41'N 002°36,39'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
HMS GRIPER	51°13,30'N 002°49,46'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
LOODSSCHIP NR. 5	51°11,21'N 002°31,99'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
PARAGON	51°15,96'N 002°56,18'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited

TORPILLEUR	51°12,52'N 002°38,63'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
UB III-CLASS FAIRY BANK WRECK	51°26,79'N 002°20,00'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
UB-13	51°33,14'N 002°51,65'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
UB-20	51°21,19'N 002°38,33'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
UB-57	51°25,23'N 003°06,26'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
U-BOOT 124/306	51°24,74'N 003°06,58'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
UC-4	51°25,44'N 003°06,16'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
VORPOSTENBOOT FRIGG	51°25,93'N 003°09,70'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
VORPOSTENBOOT SENATOR HOLTHUSEN	51°19,71'N 002°49,30'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited
VORPOSTENBOOT STHAMER	51°18,79'N 002°56,75'E	150 m around wreck: line fishing, trawling, anchoring and dredging prohibited

Source: FOD Mobiliteit en Vervoer

2023-01/073 BORDER CONTROL OF THE EXTRA- SCHENGEN PLEASURE NAVIGATION

NtM 2022-1/73 cancelled

Notice to pleasure boats coming from or departing to a third (non-Schengen) country

1. Pursuant to Articles 5,19,20 in connection with the sections 3.2.5 and 3.2.6 of Attachment VI of Regulation (EU)2016/399 of the European Parliament and the Council of 09 March 2016 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 Belgian 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 Attachment 1 for contact information and opening hours).
 - c. With a view to further digitalisation, the immediate availability of the exact number and details of all persons on board as well as other relevant information, and with a view to smooth handling of the border formalities with the shortest possible delay, electronic notification should be made via the website of the Federal Police well before the actual arrival of the pleasure boat by means of the online pleasure boat notification form. In this way the notification is automatically made in a digitally secured way and forwarded to the competent border control authority (Shipping Police).

The pleasure boaters reach this platform via:

EN: www.police.be/bordercontrol/en/pleasure-craft-declaration

NL: www.politie.be/grenscontrole/nl/aangifte-pleziervaart

FR: www.police.be/controlefrontalier/fr/declaration-de-navigation-de-plaisance

DE: www.polizei.be/grenzkontrolle/de/erklaerung-vergnuegungsschiffahrt



The same **online platform** also offers pleasure boaters access to the official Belgian maritime border crossing points:

EN: www.police.be/bordercontrol/en/contact/harbours

NL: www.politie.be/grenscontrole/nl/contact/havens

FR: www.police.be/controlefrontalier/fr/contact/ports

DE: www.polizei.be/grenzkontrolle/de/kontakt/haefen



- d. If online registration is prevented due to technical problems with the website of the Federal Police, the pleasure boat will report all data electronically via email (see Attachment 1) with the document (Attachment 2) as an attachment well before arrival.
- e. In the event of a complete breakdown of both the online platform and electronic mail of the Federal Police, the pleasure boat shall, at the latest upon arrival, physically hand over the hard copy of the document (Attachment 2) to the nearest border crossing point of the authorities responsible for maritime border control (the Marine Police) (coordinates and opening hours see Attachment 1).

All further communication regarding and settlement of the report form will consequently only take place electronically!

- f. upon arrival **outside the fixed opening hours** (see attachment 1: Nieuwpoort and Blankenberge) please contact respectively the Shipping Police Oostende or the Shipping Police Zeebrugge.
- g. As long as the vessel remains in the territorial waters of the Schengen Member States, the declarant must keep the electronic confirmation of receipt of the notification and an electronic traffic declaration IN and/or OUT at his disposal for inspection.
- h. if notification is done by hard copy, the pleasure boatman should keep one certified copy of the document referred to under (e) with the ship's papers for as long as the vessel remains in the territorial waters of the Schengen member states.

2. Pleasure boats **departing from a Belgian port to** a third country (non-Schengen), have to report at the border crossing post of the Shipping Police of the departure harbor. An electronic report must also be submitted via the website of the Federal Police by means of the online pleasure boat report form. The provisions under 1 (d and e) remain valid, but for the departure of the pleasure boat.
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-h) and 2 are fully applicable.
4. 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 NtM 2023-01/018 attachment 2) and, by way of delegation, the persons in charge of the yacht clubs (www.visuris.be/aanmeren?KL=nl). The port authorities report the vessel's arrival to the nearest border crossing point of the Shipping Police. Notification should be made electronically via the website of the Federal Police in good time before arrival by means of the online pleasure boat notification form. If the special circumstances have prevented any electronic declaration, the pleasure boat shall notify the information on the persons on board to the port authorities by submitting the document included in appendix 2. This document shall be made available without delay by the port authorities to the border crossing point of the Marine Police. All further communication regarding and settlement of the notification form will consequently only take place by electronic way!
5. 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. Notification should be made electronically via the website of the Federal Police by means of the online pleasure boat notification form. If circumstances of force majeure have prevented any electronic declaration, the pleasure boat shall notify the information on the persons on board to the port authorities by presenting the document included in Attachment 2. This document shall be made available without delay by the port authorities to the border crossing point of the Marine Police. All further communication regarding and settlement of the notification form will consequently only take place by electronic way!
6. According to Regulation (EU) 2016/399 of the European Parliament and the Council of 9 March 2016, concerning a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code), all people, including those who are covered by Union law on free movement, wishing to board on or to disembark a pleasure craft, going to (exit) or coming from (entry) a third state, must report themselves on their own at the nearest border crossing station of the Shipping Police. They must there, during the opening hours listed in Attachment 1, fulfill the necessary formalities before either continuing to travel in the Schengen area or leaving the pleasure craft concerned.
7. In accordance with Article 2.1 Regulation (EU) 2017/2226 of EP and the Council of 30 November 2017 (**Establishing an Entry/Exit System (EES) to register entry and exit data and refusal of entry data of third-country nationals crossing the external borders ... (sic.)**), an entry/exit note or a note on refusal of entry will also be created for relevant third-country nationals.
8. Where the third-country national meets the provisions of Article 2.1 of Regulation (EU) 2018/1240 of the EP and Council of 12 September 2018 (**Establishing of a European Travel Information and Authorisation System (ETIAS) ... (sic.)**), he or she must also be issued with a travel authorisation.
9. Any changes regarding the passengers or the technical characteristics of the pleasure boat must be reported immediately to the nearest border crossing point of the Shipping Police.
10. In order to secure the Belgian part of the North Sea and the Belgian maritime access routes, a camera surveillance system was realised by the Federal Police in Nieuwpoort, Ostend, Blankenberge and Zeebrugge. Finality of these cameras is border surveillance. Data processing takes place in accordance with the provisions of the Police Act and under the processing responsibility of the Director of the Maritime Police, Federal Police, Ruiterijlaan 2, 1040 Brussels, +32 (0)2 642 62 96, dga.spn@police.belgium.eu.

11. For more questions, do not hesitate to contact the Shipping Police. You can use the online contact form for pleasure craft via :

NL: <https://www.politie.be/grenscontrole/nl/contact/contactformulier/formulier>

FR: <https://www.police.be/controlfrontalier/fr/contact/formulaire-de-contact/formulaire>

DE: <https://www.polizei.be/grenzkontrolle/de/kontakt/kontakt-formular/formular>

EN: <https://www.police.be/bordercontrol/en/contact/contact-form/form>



ATTACHMENT 1

Border post	Open	Address	Tel.	E-mail
Antwerp	24/7	SPN Antwerp Blauwhoeftstraat 11 2040 Berendrecht	+32 (0)3 546 07 30	DGA.SPN.ANT.BCP@ police.belgium.eu
Ghent	24/7	SPN Ghent Langerbruggestraat 116 havennr. 1110A 9000 Ghent	+32 (0)9 255 51 40	DGA.SPN.GENT.BCP@ police.belgium.eu
Ostend (operating Nieuwpoort outside the opening hours)	24/7	SPN Ostend Natiënkaai 5 8400 Ostend	+32 (0)59 56 15 30	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Zeebrugge (operating Blankenberge outside the opening hours)	24/7	SPN Zeebrugge Veerbootstraat 1 8380 Zeebrugge	+32 (0)50 55 60 40	DGA.SPN.KUST.BCPZB@ police.belgium.eu
Nieuwpoort (via Ostend outside the opening hours)	07-19	Watersportlaan 13 8620 Nieuwpoort	+32 (0)58 22 40 30	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Blankenberge (via Zeebrugge outside the opening hours)	Contact	Wenduise Steenweg 2 8370 Blankenberge	+32 (0)50 28 90 14	DGA.SPN.KUST.BCPZB@ police.belgium.eu
If contact point above cannot be reached, contact:				
Maritime Information Centre (MIK)	24/7	Marinebasis Zeebrugge Graaf Jansdijk 1 8380 Zeebrugge	+32 (0)50 36 81 03	dga.spn.mik@ police.belgium.eu

ATTACHMENT 2

1 gewaarmerkt exemplaar dient zich aan boord te bevinden
1 certified copy must be retained on board (3.2.7 Annex VI SBC)

CONTROLEFORMULIER SCHENGEN PLEZIERHAVENS BELGIË

AANKOMST ARRIVAL	VERTREK DEPARTURE
<input type="checkbox"/>	<input type="checkbox"/>
Datum/date:	Datum/date:

Naam vaartuig: Name of ship:	Thuishaven: Port of registry:	Nationaliteit: Nationality:
Vlaggebrief Nr: Registration Nr:	Komende van: Port arrived from:	Bestemming: Port of destination:
*CIN: HIN:	Merk vaartuig: Make of ship:	Type: Type:
Diepgang: Draught:	Lengte: Lenght:	Breedte: Width:

Naam en adres van de eigenaar(s): Full name and address of owner(s):	
Kleur boven/ onder: Color above/ below:	/

OPVARENDEN/PERSONS ON	
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100	100

	Familienaam Family name	Voornaam Given name	Geboorteplaats Place of birth	Datum Date of birth	Nationaliteit Nationality	Aard en Nr. ID document Nature and Nr. ID document	Crew Passenger
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

*Casco Identificatie Nummer - Hull Identification Number

Naam en handtekening schipper Name and signature skipper	Datum / Tijd / plaats controle Date / time / place control	Stempel sectie SPN Stamp section Ma RP
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2023-01/074 INTERFERING EQUIPMENT AND PROHIBITED FREQUENCIES

NtM 2022-1/74 cancelled

It is forbidden to cause interference in the radio frequency spectrum.

To avoid interference with the existing maritime, aeronautical, meteorological and other systems, it is prohibited in the Belgian territorial waters and in the Belgian EEZ to use, among other things:

- Relative position reference systems using the 5.51-5.61 GHz band
- Drone-killers and other jammers
- Radio equipment not intended for use in the EU, such as DECT 6.0, Family Radio Service (FRS), ...
- Maritime frequencies (VHF) provided for use in specific countries, such as those that activate the USA or CANADA mode instead of the international mode
- Private (maritime) frequencies for which no license was granted by the Belgian Institute for Postal Services and Telecommunications (BIPT)
- GSM repeaters for which the Belgian operators concerned have not granted a license
- Mobile communication services on board vessels that do not meet the technical and operational conditions imposed by the Decision of the BIPT Council of 03 October 2017
- Radio equipment for which the necessary licenses are not available or for which the licensing conditions are not respected
- Other radio equipment that does not comply with the applicable Belgian radio interface, such as WLAN equipment that uses a higher than permitted power

These devices must be switched off before entering the Belgian territorial waters. They have to be deactivated when staying in a Belgian port and can only be reactivated after leaving the Belgian territorial waters.

The BIPT can always take appropriate measures in order to stop the harmful interference. The costs thereof may be charged to the responsible user. Equipment may be seized if these instructions are not followed.

More information:

- Law of 13 June 2005 concerning the electronic communication (WEC)
- KB of 18 December 2009 concerning private radio communications and user rights for fixed and shared networks
- Decision of the BIPT Council of 03 October 2017 concerning the technical and operational conditions for mobile communication services on board vessels

Source: MDK – afdeling Scheepvaartbegeleiding – MRCC

2023-01/075 REPORTING OF DISRUPTION TO AIS OR GNSS SIGNALS IN BELGIAN WATERS

NtM 2022-1/75 cancelled

When anomalies in AIS or GNSS (GPS, Galileo, Glonass,...) are detected that could be the result of jamming or spoofing, this should be reported immediately to the MRCC.

This may include (but is not limited to):

- Bad or no reception of GNSS or AIS signals that cannot be explained by defects of own equipment.
- Observation of abnormal differences between AIS position and real position.
- Observation of ship names which do not correspond to names of ships via AIS.

Source: MDK – afdeling Scheepvaartbegeleiding – MRCC

2023-01/076 THE WEST EUROPEAN TANKER REPORTING SYSTEM (WETREP)

NtM 2022-1/76 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 attachment 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° C or
- heavy fuel oil, i.e. fuel oil with a density of over 900kg/m³ at 15° C, or a kinematics viscosity higher than 180mm²/s at 50° C 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.)

ATTACHMENTES

- 1 Description of the reporting area with coordinates
- 2 chart of the reporting area
- 3 Reporting form
- 4 Identification of stations to which reports must be sent

ATTACHMENT 1. DESCRIPTION OF THE COMPULSORY REPORTING SYSTEM FOR THE WESTERN EUROPEAN PSSA AREA WITH COORDINATES

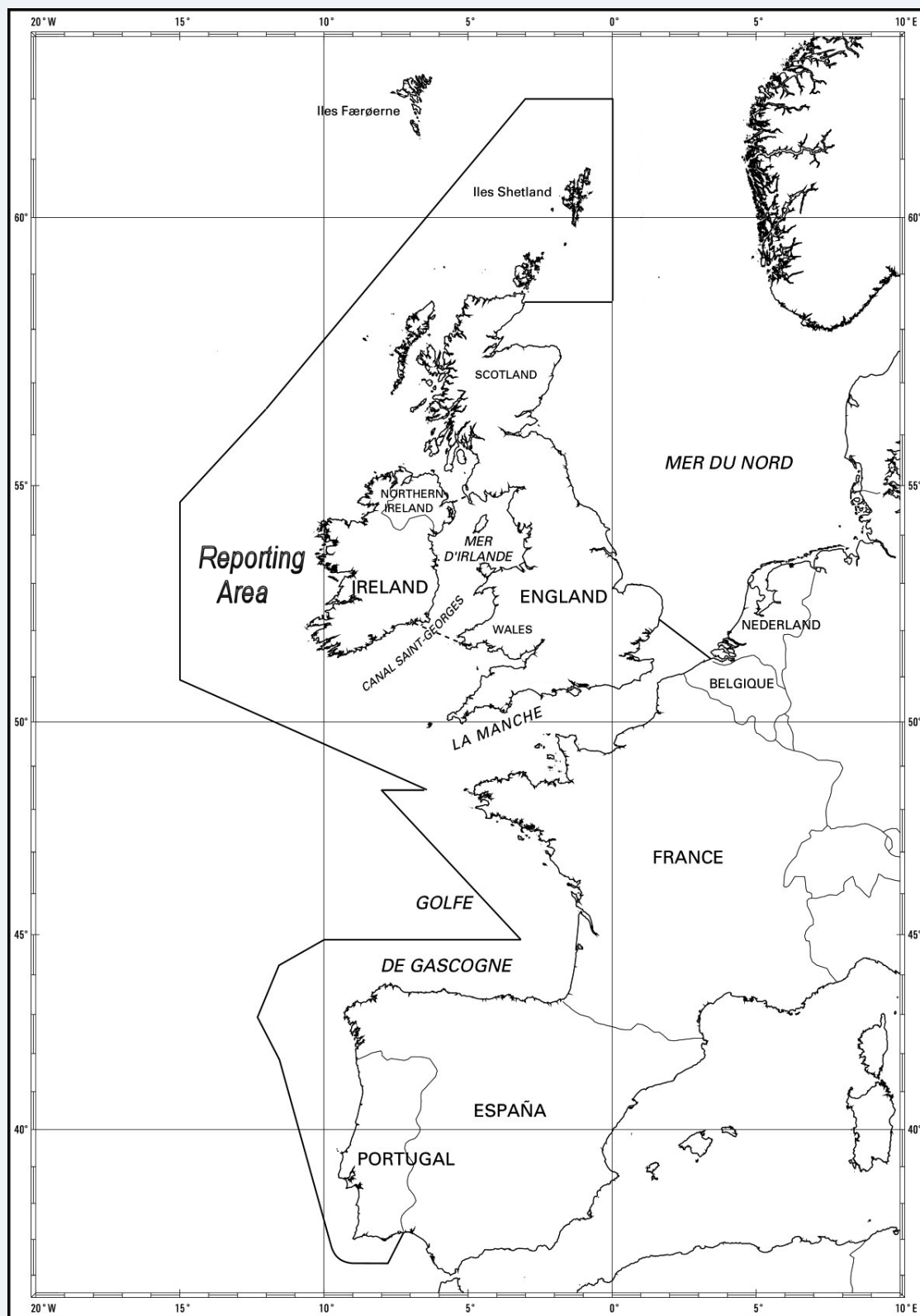
Description of the area

- 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).

NUMBER	DEGREE OF LATITUDE	DEGREE OF LONGITUDE
1 (UK)	58°30'N	UK coast
2 (UK)	58°30'N	000°
3 (UK)	62°N	000°
4 (UK)	62°N	003°W
5 (UK+ Irl)	56°30'N	012°W
6 (Irl)	54°40'40".91N	015°W
7 (Irl)	50°56'45".36N	015°W
8 (Irl+UK+F)	48°27'N	006°25'W
9 (F)	48°27'N	008°W
10 (F+S)	44°52'N	003°10'W
11 (S)	44°52'N	010°W
12 (S)	44°14'N	011°34'W
13 (S)	42°55'N	012°18'W
14 (S+P)	41°50'N	011°34'W
15(P)	37°N	009°49'W
16 (P)	36°20'N	009°00'W
17(P)	36°20'N	007°47' W
18 (P)	37°10'N	007°25'W
19 (B)	51°22'25"N	003°21'52".5E (border between B and NL)
20 (UK)	52°12'N	UK east coast
21 (IRL)	52°10'.3N	006°21'.8W
22 (UK)	52°01'.52N	005°04'.18W
23 (UK)	54°51'.43N	005°08'.47W
24 (UK)	54°40'.39N	005°34'.34W

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.

ATTACHMENT 2. PSSA CHART - WESTERN EUROPEAN WATERS PARTICULARLY SENSITIVE SEA AREA (UKHO CHART 4011)



ATTACHMENT 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 ...)

ATTACHMENT 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 Ostend: 51°14'N 002°55'E

Tel: +32 (0)59 70 10 00

Tel.: +32 (0)59 70 11 00

Fax: +32 (0)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 (0)3 21 87 21 87

Fax: +33 (0)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 (0)2 98 89 31 31

Fax: +33 (0)2 98 89 65 75

Telex: 940086

Inmarsat-C: Nil

VHF: 16, 70

MMSI: 002275300

IRELAND

MRCC Dublin

Tel: +353 (0)1 6620922/23

Fax: +353 (0)1 6620795

Email: mrccdublin@irishcoastguard.ie

Communications may be sent to MRCC Dublin via:

MRSC Valentia (EJK) 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 (0)21 4401950, or

+351 (0)21 4401919 (for emergency only)

Fax: +351(0) 21 4401954

Telex: 60747 P.

Email: mrclisboa@netc.pt

SPAIN

MRCC Madrid 40°24'N 003°43'W

Tel: +34 (0)91 7559133

Fax: +34 (0)91 5261440

Telex: +5241210, +5241224

Email: cncs@sasemar.es

MRCC Finisterre: 42°42'N 008°59'W

Tel: +34 (0)981 767500

Fax: +34 (0)981 767740

Telex: +5282268, +5286207

Email: finister@sasemar.es

VHF: 16 & 11

MF: 2182 kHz

MMSI: 002240993

MRCC Bilbao 43°20'.8N 003°01'W

Tel: +34 (0)944 839286

Fax: +34 (0)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: +44 (0)1326 317575

Facsimile: +44 (0)1326 318342

Inmarsat-C on 423200158

Email: falmouthcoastguard@mcga.gov.uk

Source: MDK - afdeling Scheepvaartbegeleiding

2023-01/077 UNITED KINGDOM AND FRANCE: DOVER STRAIT/PAS-DE-CALAIS REPORTING SYSTEM (CALDOVREP)

NtM 2022-1/77 cancelled

1. Area

The Reporting System covers a 65 NM 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°32,80'N - 00°57,80'E) 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 Traffic (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 Traffic

VHF: 13

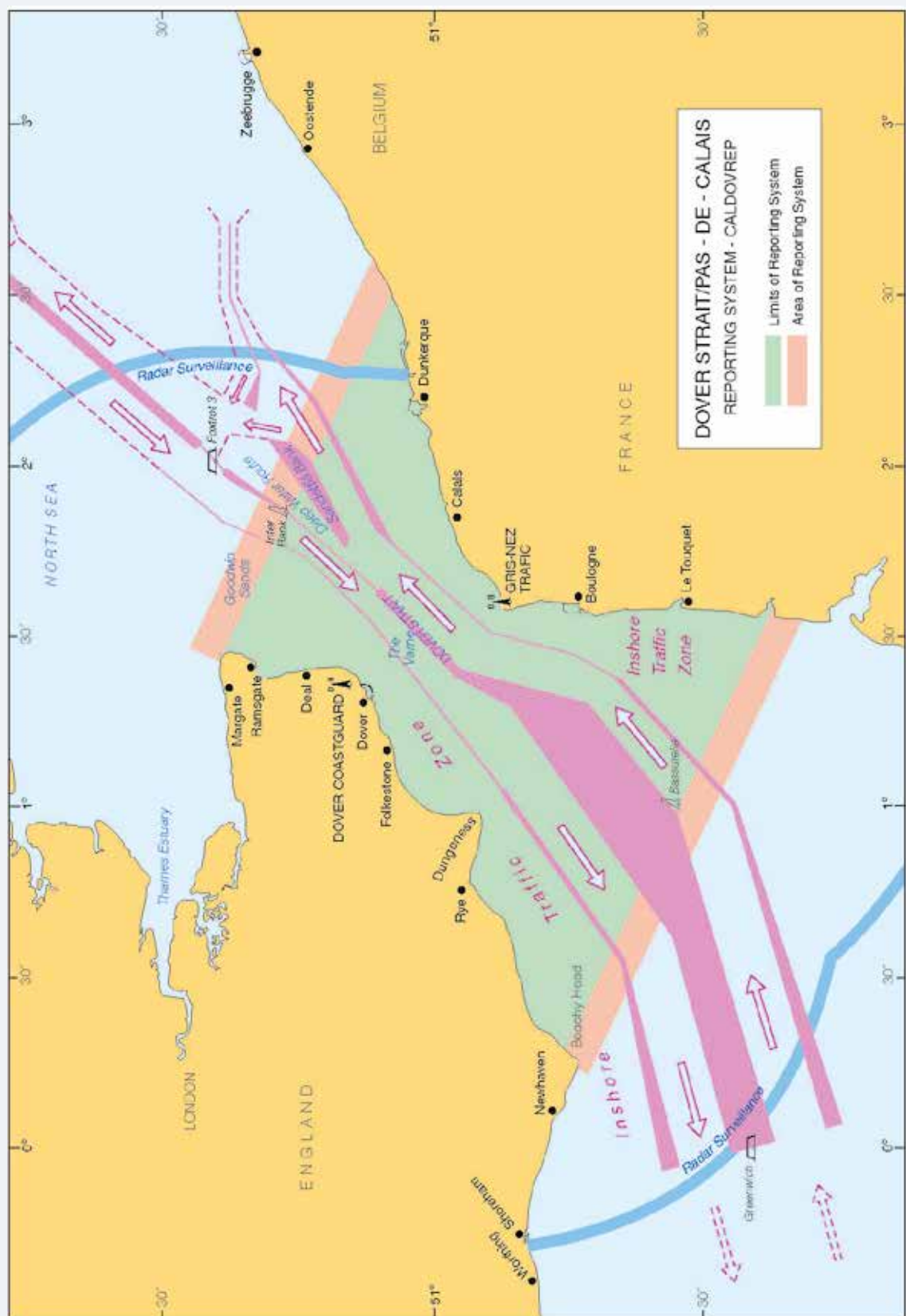
Southwestbound vessels

Call: Dover Coastguard

VHF: 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 CALDOVREP 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 Traffic** 2 NM 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 Traffic 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:

ID	Information Required
A	Vessel's name, call sign, IMO identification or MMSI number for transponder reports
B	Date and time
C or D	Position in lat/long or true bearing and distance from a clearly identified landmark
E	True course
F	Speed
G	Port of departure
I	Port of destination and ETA
O	Draught
P	Cargo and, if dangerous goods on board, IMO quantity and class
Q or R	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
T	Address for provision of information concerning a cargo of dangerous goods
W	Number of persons on board
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, 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:

Station	VHF	Times	Additional broadcasts in times of poor visibility
Gris-Nez Traffic	79	H+10	H+25
Dover Coastguard	11	H+40	H+55

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 system.

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).

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2023-01/078 FRANCE - PORT OF DUNKERQUE: VESSEL TRAFFIC SERVICE (VTS)

NtM 2022-1/78 cancelled

1. Area

The Dunkerque VTS Area is bounded by the following coordinates:

- | | |
|--------------|--|
| • 51°00,60'N | 002°07,10'E |
| • 51°01,90'N | 002°07,10'E |
| • 51°01,90'N | 001°57,20'E |
| • 51°01,64'N | 001°50,44'E |
| • 51°01,00'N | 001°48,53'E (RCA Lt Buoy) |
| • 51°01,00'N | 001°45,84'E (RCW Lt Buoy) |
| • 50°59,95'N | 001°44,10'E |
| • 51°00,95'N | 001°42,32'E |
| • 51°04,90'N | 001°48,10'E |
| • 51°05,40'N | 001°50,40'E |
| • 51°09,90'N | 002°09,90'E |
| • 51°04,70'N | 002°22,30'E |
| • 51°04,50'N | 002°23,40'E |
| • 51°05,30'N | 002°28,10'E |
| • 51°07,90'N | 002°30,50'E |
| • 51°07,10'N | 002°31,20'E |
| • 51°06,40'N | 002°31,20'E |
| • 51°04,80'N | 002°28,70'E |
| • 51°03,60'N | 002°21,20'E (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: 16 and 73
Telephone: +33 (0)3 282 876 03
+33 (0)3 282 875 89 (Maritime traffic controller)
Fax: +33 (0)3 282 875 97
E-mail: harbourmaster@portdedunkerque.fr

Dunkerque Ouest

Telephone: +33 (0)3 282 876 04

4. Hours

24H

5. Procedure

1. Whilst on 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 Traffic on VHF 13 and with Dunkerque VTS on VHF 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 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 Harbour Master.
4. Vessels must contact Dunkerque VTS on VHF 73 at least 2h before entering the VTS area, and on request, provide the following information:
 - a. ETA at Dyck Lt buoy, at E12 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 Ouest 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 Ouest 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 Ouest 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 73 and the Dunkerque Pilot Station on VHF 72.
10. When in the area of the VTS vessels must:
 - a. Keep a continuous radio watch on VHF 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 Harbour Master:
 - (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 Harbour Master's Office and the Pilots directly by e-mail or telephone confirming ETA 12h in advance to the agent, Harbour Master, Pilots and terminal.
 - c. Vessels must contact Dunkerque VTS on VHF 73 and Pilotes Dunkerque on VHF 72, 2h before arrival at the Pilot boarding position.

Note:

Radar coverage of an area extending 45 NM from sites at Gris-Nez, Calais, Dunkerque Ouest, Dunes and Dunkerque Est, is provided by Dunkerque VTS.

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2023-01/079 FRANCE (ATLANTIC AND ENGLISH CHANNEL COASTS): SYSTEM DE COMPTES RENDUS DE MOUVEMENTS DES NAVIRES (SURNNAV REPORTING SYSTEM)

NtM 2022-1/79 cancelled

AREA:

The SURNNAV area of the English Channel and Atlantic Coast is divided into 4 zones, each controlled by a 'Centre Régional Opérationnel de Surveillance et de Sauvetage' (CROSS) inter alia:

(1) **CROSS Gris-Nez:** For vessels on passage in the French Economic Zone to E of a line joining Cap d'Antifer and the Greenwich Lt F (marking the entrance to the Dover Straits TSS).

DESCRIPTION:

The purpose of the system is to monitor the movements and condition of vessels carrying hydrocarbons or dangerous or noxious substances navigating in the approaches to the French coasts of the North Sea, the English Channel and the Atlantic Ocean. The regulations apply to the following:

(1) All vessels carrying:

- (a) Hydrocarbons or gaseous hydrocarbon waste as listed in Attachment 1 of the International Convention for the Prevention of Pollution by Ships (MARPOL 73)
- (b) Noxious liquid substances as defined in MARPOL Attachment 2
- (c) Harmful liquid substances as defined in MARPOL Attachment 3
- (d) Dangerous goods as defined in:
 - (i) The International Maritime Dangerous Goods (IMDG) Code, including radioactive products listed in the INF rules
 - (ii) Chapter 17 of the IMO International Bulk Carriers (IBC) Code
 - (iii) Chapter 19 of the IMO International Gas Carriers (IGC) Code

(2) Non-encapsulated tankers and vessels carrying:

- (a) Noxious liquid substances as defined in MARPOL Attachment 2 and classified in categories A and B in Chapter 17 of the IMO International Bulk Carriers (IBC) Code
- (b) Bulk liquid gas
- (c) Plutonium 239, Uranium 233, 235 or 238, Thorium, or any substances containing them, with the exception of minerals containing one or more of these materials
- (d) Acetaldehyde (UN 1089), ethyl ether (UN 1155), ethyl vinyl ether (UN 1302), monoethylamine (UN 1036), ammonium nitrate (UN 0222) or propylene oxide (UN 1280)
- (e) Organochlorine compounds (e.g. organochlorine pesticides UN 2761, 2762, 2995 and 2996)

CONTACT DETAILS:

CROSS Gris-Nez

Call: Gris-Nez Traffic

VHF: 16, 13, 79

Telephone: +33 (0)3 218 721 87

Fax: +33 (0)3 218 778 55

Telex: +42 130680 (CROSSGN 130680F)

E-mail: grisnez.mrcc@developpement-durable.gouv.fr

gris-nez@mrccfr.eu

MMSI: 002275100

HOURS: H24



PROCEDURE:

(1) **Vessels listed in DESCRIPTION intending to enter or pass through French territorial waters** are obliged to send the relevant CROSS centre a message prefixed SURNAV-FRANCE 6h in advance, or 6h before leaving a port or anchorage on the French coast, stating the following:

ID	Information Required
A	Vessel's name, call sign and flag
B	Date and time in UT (GMT) (in 6 figures DD HH MM), suffixed Z
C	Position (latitude and longitude)
E	Course
F	Speed
G	Last port of call
H	Date and time in UT (GMT) of point of entry into French territorial waters or date, time and position on departure
I	Destination
K	Date and time in UT (GMT) and point of leaving French territorial waters or date and time of arrival at the port, anchorage, waiting or unballasting zone of the destination in French waters
M	RT watch kept
O	Draught
P	Cargo: Quantity and category (as defined in MARPOL 73)
Q	Defects, damage, failures or restrictions
U	Type of vessel
X	Other remarks
Z	End of message

(2) **Vessels listed in DESCRIPTION arriving from a port or anchorage situated outside of the European Union (EU) and intending to anchor in French territorial waters** are obliged to send the relevant CROSS centre a message when leaving the loading port (or as soon as possible in the event of a change in destination) stating the following (unless indicating what authority within the European Union holds that information):

- (a) Vessel's name, call sign and MMSI
- (b) Nationality of vessel
- (c) loa and draught
- (d) Port of destination
- (e) ETA at port of destination, at the Pilot Station or in the intended anchorage area as requested by the competent authority
- (f) ETD
- (g) Passage plan
- (h) Precise technical description of dangerous or polluting goods, UN numbers where applicable, IMO risk category determined in accordance with the IMDG and with the IBC and IGC sets of rules, and if applicable, the vessel's INF category
- (i) Confirmation of the existence on board of a suitable list, manifest or lading plan, giving precise details of the dangerous or polluting goods carried by the vessels and their locations
- (j) Number of persons constituting the crew of the vessel

(3) **Vessels within the area:** During the entire period of their passage or stay in French territorial or inshore waters (except when berthed at a quayside in a port), all vessels listed in DESCRIPTION must maintain a continuous listening watch on the following:

- (a) DSC: 2187.5 kHz and VHF 70
- (b) VHF 16
- (c) On any specified Channel

(4) **Reports of accidents and incidents at sea:** All vessels of 300 gt and over on commercial passage within the limits of the French Economic Zone are obliged to immediately report the following to the responsible CROSS centre for the area:

- (a) Any incident or accident affecting the safety of the vessel (e.g. collision, grounding, damage, failure or breakdown, intrusion or displacement of cargo, all hull defects or structural failures)
- (b) Any incident or accident affecting navigational safety (e.g. failures likely to affect the manoeuvrability of the vessel, or any defects affecting the propulsion or steering system, the electrical generating system and navigation and communications equipment)
- (c) Any situation likely to cause pollution of the water or coastline (e.g. any discharge or risk of discharging pollutants into the sea)
- (d) Any slicks of pollutant and any containers or packages observed adrift in the Sea

(5) The message should state the following:

ID	Information Required
A	Vessel's name, call sign and flag
B	Date and time in UT (GMT) (in 6 figures DD HH MM), suffixed Z
C	Position (latitude and longitude)
E	Course
F	Speed
G	Last port of call
I	Destination
M	RT watch kept
O	Draught
P	Cargo and details enabling information to be obtained about dangerous merchandise or pollutants carried on board
Q	Nature of the incident or situation encountered
R	Description of any pollution or dangerous goods lost overboard
T	Name and details of the owner, charter company, and of any forwarding agent of the assisting vessel in France
U	Type of vessel
W	Number of persons on board
X	Date and time in UT (GMT) of any distress call or request for tow, presence and name of any assisting vessel or UT (GMT) time of arrival of an assisting vessel; other information
Y	Request for transmission of the report to another system (AMVER, AUSREP, JASREP, MAREP etc.)
Z	End of report

NOTE: Vessels should consult IMO resolution A.851(20) to ensure that the information required at PAPA, QUEBEC, ROMEO and X-RAY is given correctly.

(6) **Any vessels called upon to assist or tow a damaged or defective vessel mentioned above** are obliged immediately to send the relevant CROSS centre a message prefixed SURNAV-AVARIES specific to the vessel giving the assistance, stating the following:

ID	Information Required
A	Assisting vessel's name, call sign and flag
B	Date and time in UT (GMT) (in 6 figures DD HH MM), suffixed Z
C	Position of the assisting vessel (latitude and longitude)
E	Assisting vessel's course
F	Assisting vessel's speed
I	Destination
P	Cargo of the casualty
Q	Nature of the damage to the casualty vessel (if known)
T	Name and details of the owner, charter company, and of any forwarding agent of the assisting vessel in France
U	Type of the assisting vessel
X	Date and time in UT (GMT) and position of the casualty; name, call sign and nationality of the casualty; course and speed of the casualty; other information

(7) **Vessels affected by the above sections** should:

- (a) Inform CROSS of the developing situation
- (b) Maintain a continuous listening watch on the frequencies specified above
- (c) Take all precautions stipulated by the maritime authorities to prevent any navigational dangers and risks of Pollution

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GLOSSARY

The most common abbreviations used in the NtM (for the abbreviations on the charts we refer you to the brochure "Signs and Abbreviations"):

ACC	Antwerp Coordination Centre
ADNR	Accord européen relatif au transport international des marchandises dangereuses par voie de navigation du Rhin
AIS	Automatic Identification System
art	article
AWNIS	Allied Worldwide Navigation Information System
BIPT	Belgisch Instituut voor Postdiensten en Telecommunicatie (Belgian Institute for Postal Services and Telecommunications)
blz	bladzijde(n); page(s)
bps	baud per seconde
BS	Belgian Statute Book
BTV	Bezwaar Tot Vervolg (Suspension to Proceed)
CALDOVREP	Calais Dover Reporting system
CH	channel
CHW	Centrale Hansweert
CROSS	Centres Régionaux Opérationnels de Surveillance et de Sauvetage
CTN	Traffic Control Terneuzen
CVL	Traffic Control Flushing
CZB	Centrale Zeebrugge
CZV	Traffic Control Zandvliet
DAB	Dienst Afzonderlijk Beheer (Separate Management Service)
DGNSS	Differential Global Navigation Satellite System
DGPS	Differential Global Positioning System
dm	decimetre
DSC	Digital Selective Calling
E	east(ern)
ECDIS	Electronic Chart Display and Information System
EEZ	Exclusief Economische Zone
ENC	Electronic navigational chart
EOD	Explosives Ordnance Disposal
ETA	Estimated time of arrival
ETD	Estimated time of departure
EU	European Union
GB	Gemeenschappelijke Bekendmaking (Joint Notification)
GMDSS	Global Maritime Distress Safety System
GNA	Gemeenschappelijke Nautische Autoriteit (Common Nautical Authority)

GNB	Gemeenschappelijk Nautisch Beheer (Common Nautical Management)
GPS	Global Positioning System
GTA	the required time of arrival in the port as indicated by the agent
GTO	the required time of incoming as indicated by the agent
h	hour
H	Mean Lower Low Water Springs
HDGE	Havendienst Gent (Port of Ghent)
HDTN	Havendienst Terneuzen (Port of Terneuzen)
HW	High Water
IALA	International Association of Lighthouse Authorities
IHO	International Hydrographic Organisation
IMO	International Maritime Organisation
INS	Information Service
ISPS	International Ship and Port Facility Security
ITZ	International Traffic Zone
K	canal
KB	Koninklijk Besluit (Royal Decree)
kHz	kilohertz
km	kilometre
LAT	Lowest Astronomical Tide
LES	Land Earth Station
LIS	Loodsen Informatie Systeem (Pilots Information System)
LNG	Liquified Natural Gas
LOA	loodsen op afstand (shore based pilotage)
loa	length over all
LT	local time
m	meter
MARPOL	International Convention for the Prevention of Pollution from Ships
MBZ	Maatschappij van de Brugse Zeevaartinrichtingen (Port of Zeebrugge)
MDK	Agency for Maritime and Coastal Services
MFBI	MariFoon Blok Indeling
MHz	Megahertz
MIK	Maritiem Informatie Kruispunt (Maritime Security Centre)
MMSI	Maritime Mobile Service Identity
MRCC	Maritime Rescue and Coordination Centre
MSC	Maritime Safety Committee
MSI	Maritime Safety Information
N	north(ern)

NAS	Navigational Assistance Service
NAVTEX	Navigational Telex
NCAGS	Naval Cooperation And Guidance Of Shipping
NM	Nautical Mile
NMCM	Naval Mine Counter Measures
NtM	Notice(s) to Mariners
ODY	Buoy Oostdyck
OMS	Oceanographic and Meteorological Station
OSU	Ostend Radio
(P)	preliminary notice(s) to mariners
PRA	Pollution Response Area
PSSA	Particularly Sensitive Sea Area
RCC	Rescue Coordination Centre
RTA	Requested Time of Arrival
RTD	Requested Time of Departure
RVGZ	Regeling Vervoer Gevaarlijke Stoffen met Zeeschepen (Regulations for the transport of dangerous cargoes on board commercial vessels)
SAR	Search and Rescue
SB	starboard/Belgian Statute Book
SBZ	Speciale Beschermingszone (Special Protection Zone)
SCC	Schelde Coordinatie Centrum (Scheldt Coordination Centrum)
SID	Schelde Informatie Dienst (Scheldt Information Services)
SMCP	Standard Marine Communication Phrases
SNMS	Scheldt Navigator Marginal Ships
SOLAS	Safety of Life at Sea
SSB	Schelde Scheepvaartbericht (Scheldt Shipping Notice)
Stb	Dutch Statute Book
SURNAV	Système de Comptes Rendus de Mouvements des Navires
SWATH	Small Waterplane Area Twin Hull
(T)	temporary NtM
TCS	Traffic Centre Steenbank
TCW	Traffic Centre Wandelaar
TCZ	Traffic Centre Zeebrugge
tel	telephone message
TOS	Traffic Organization Service
TSS	Traffic Separation Scheme
UKHO	United Kingdom Hydrographic Office
UKZ	Zelzate Lookout
UTC	Universal Time Coordinated

VBS	verkeersbegeleidend systeem (traffic management system)
VHF	Very High Frequency
VTs	Vessel Traffic Services
VTs-SG	Vessel Traffic Services - Scheldt Area

W	west(ern)
WA	Wandelaar Approach
WESP	Western Scheldt Planner
WETREP	West European Tanker Reporting System
WGS84	World Geodetic System 1984
WNA	Wandelaar Approach
WWNWS	World Wide Navigation Warning Service

[illegible]

[illegible]

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[illegible]

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