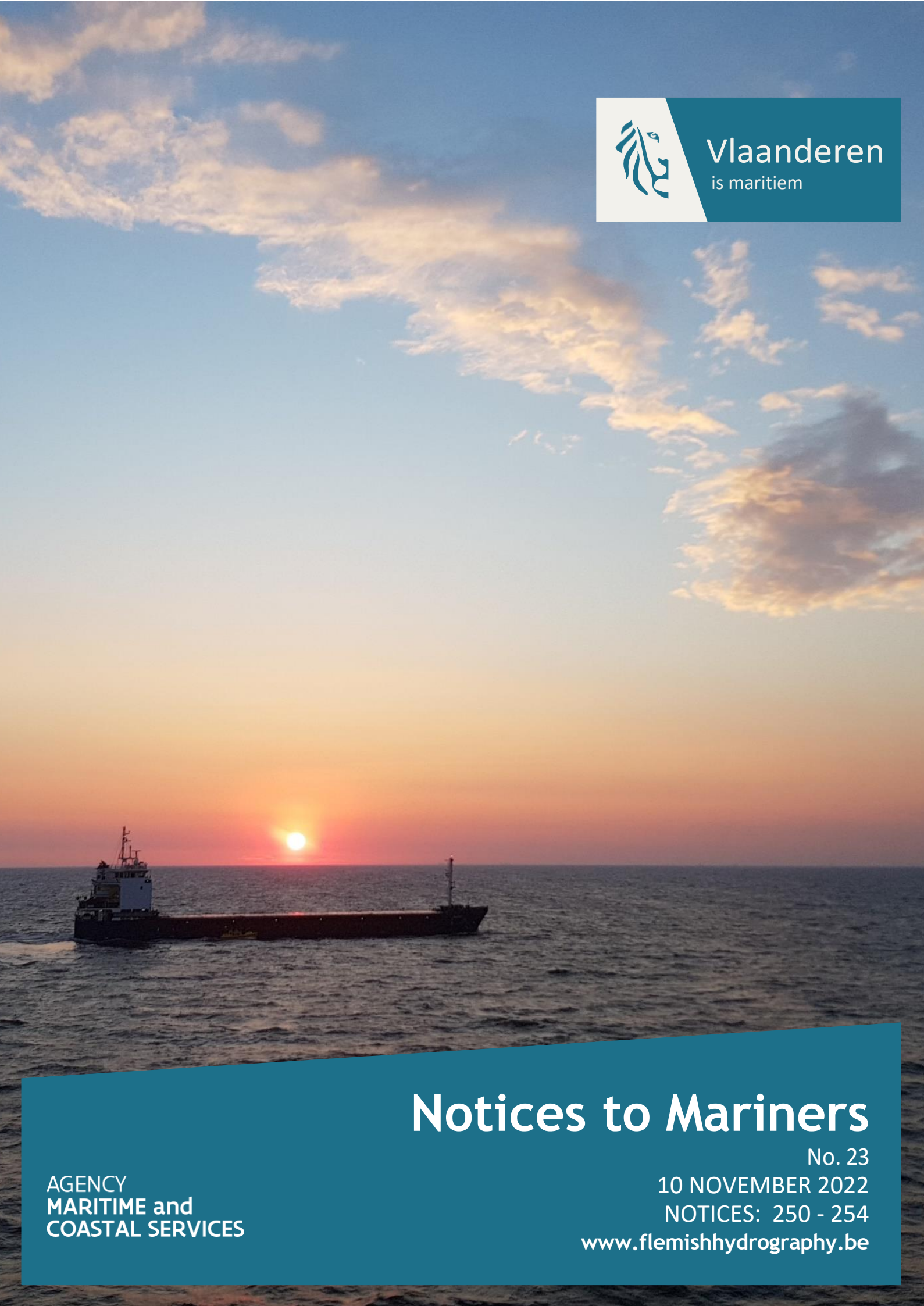


Vlaanderen
is maritiem

Notices to Mariners

No. 23
10 NOVEMBER 2022
NOTICES: 250 - 254
www.flemishhydrography.be

AGENCY
MARITIME and
COASTAL SERVICES

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2022

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This is a free translation of the official “Berichten aan Zeevarenden, nr. 23 jaargang 2022”
In case of dispute the Dutch text is the only valid copy.

General guidelines concerning the use of the Belgian NtM are described in the annual edition no. 01 of the Belgian Notices to Mariners.

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

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

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

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

AGENCY
MARITIME and
COASTAL SERVICES

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

GENERAL NOTICES

2022-23/250 - NTM 1

Ref: 2022-1/29

A new folder VHF sectors and VHF procedures (version 6.1) has been published.

Change:
- Attachment into: see attachment

Source: GNA Bass 2022-158

BELGIUM

2022-23/251 COASTAL ROUTE - DE PANNE-OOSTENDE - BUOY

NtM 2022-07/137(T) is cancelled.

Charts: 102 (INT 1480), D11, 107/2

Source: MRCC LB027/22

THE NETHERLANDS

2022-23/252 APPROACH WESTERSCHELDE - CAROLUSBANKJE - BATHYMETRY

Charts: 101 (INT 1474), 104/10, D11, 107/5

107/5
Delete:
- Sounding 4,8 m in position 51°25,24'N 003°20,56'E
- Sounding 4,3 m in position 51°25,52'N 003°20,72'E
- Sounding 4,2 m in position 51°25,21'N 003°21,08'E
- Sounding 4,5 m in position 51°25,15'N 003°22,12'E and
  the 5 m depth contour around it between positions 51°25,21'N 003°22,07'E and 51°25,11'N 003°22,02' E

Insert:
- Sounding 3,6 m in position 51°25,48'N 003°20,50'E
- Sounding 3,9 m in position 51°25,19'N 003°21,42'E
- Sounding 2,9 m in position 51°25,16'N 003°21,90'E
- 5 m depth contour between positions 51°25,21'N 003°22,07'E and 51°25,21'N 003°22,75'E
- 5 m depth contour between positions 51°25,11'N 003°22,02'E and 51°25,11'N 003°22,75'E

104/10
Delete:
- Sounding 4,2 m in position 51°25,50'N 003°20,55'E

Insert:
- Sounding 3,6 m in position 51°25,48'N 003°20,50'E
- Sounding 2,9 m in position 51°25,16'N 003°21,90'E
- Sounding 4,8 m in position 51°25,17'N 003°22,78'E and extend the 5 m depth contour around it

101
Delete:
- Sounding 4,1 m in position 51°25,29'N 003°20,56'E
- Sounding 4,6 m in position 51°25,59'N 003°20,89'E
- Sounding 4,5 m in position 51°25,15'N 003°22,12'E and
  the 5 m depth contour around it between positions 51°25,21'N 003°22,07'E and 51°25,11'N 003°22,02' E

Insert:
- Sounding 3,6 m in position 51°25,48'N 003°20,50'E
- Sounding 3,9 m in position 51°25,19'N 003°21,42'E
- Sounding 2,9 m in position 51°25,16'N 003°21,90'E
- Sounding 4,8 m in position 51°25,17'N 003°22,78'E and extend the 5 m depth contour around it

D11
Delete:
- Sounding 4,1 m in position 51°25,29'N 003°20,56'E

Insert:
- Sounding 3,6 m in position 51°25,48'N 003°20,50'E
- Sounding 2,9 m in position 51°25,16'N 003°21,90'E
- Sounding 4,8 m in position 51°25,17'N 003°22,78'E and extend the 5 m depth contour around it

Source: NLHO

2022-23/253 WESTERSCHELDE - VLISSINGEN-BORSSELE - SCHAAR VAN DE SPIJKERPLAAT - BUOYS

Charts: 101 (INT 1474), 104/10

101 (INT 1474)
Insert:
- Buoy SS 2, red can, Q.R in position 51°25,47'N 003°37,88'E

104/09
Move:
- Buoy SS 2 from position 51°25,50'N 003°37,92'E to position 51°25,47'N 003°37,88'E
- Buoy SS 3 from position 51°25,13'N 003°38,50'E to position 51°25,18'N 003°38,51'E
- Buoy SS 4 from position 51°25,52'N 003°39,22'E to position 51°25,57'N 003°39,21'E
- Buoy SS 5 from position 51°25,17'N 003°39,26'E to position 51°25,23'N 003°39,25'E
- Buoy SS 7 from position 51°25,05'N 003°39,94'E to position 51°25,08'N 003°39,96'E
- Buoy SS 6 from position 51°25,34'N 003°40,12'E to position 51°25,37'N 003°40,15'E

Source: Rijkswaterstaat

2022-23/254 WESTERSCHELDE - WALSOORDEN-VALKENISSE - SCHAAR VAN VALKENISSE - BUOYS

Charts: 104/07, 106 (INT 1478)

Insert:
- Buoy F 56-SVV, south cardinal spar, Q(6)+LFl.15s in position 51°24,06'N 004°01,19'E
Move:
- Buoy SVV-D, yellow spar, Fl(3)Y.10s from position 51°22,44'N 004°05,65'E to position 51°22,43'N 004°05,61'E
Delete:
- Buoy F 56, yellow spar in position 51°22,44'N 004°05,35'E
- Buoy Valkenisse, south cardinal spar, Q(6)+LFl.15s in position 51°22,44'N 004°05,51'E

Source: GNA Bass 159-2022

MARITIME SAFETY INFORMATION (MSI)
in force

LB > 21/043 APPROACH BLANKENBERGE
TEMPORARY EASTERN HARBOR LIGHT INSTALLED IN BLANKENBERGE THE LIGHT WAS INSTALLED ON A 2M HIGH POLE HAS A RANGE OF 3NM

LB > 22/013 DE PANNE-OOSTENDE
DANGEROUS OBSTACLE ON THE SEABED BUOY STONE AND CHAIN LOST IN POS 51-10.28 N 002-44.92 E

LB > 22/025 OOSTENDE-ZEEBRUGGE
LIGHTBUOY A, 51-19.16 N 003-06.37 E LIGHT UNLIT

LB > 22/026 WIELINGEN
LIGHTBUOY SW, 51-24.14 N 003-18.22 E TOPMARK MISSING

LB > 22/028 PORT OF OOSTENDE
WAVE RECORDER BUOY AKUST6, 51-14.43 N 002-55.24 E TEMPORARILY REMOVED

MSI > 22/116 BE EEZ
HYDROGRAPHICAL INSTRUMENTS ESTABLISHED IN POS 51-23,40 N 002-26,07 E NOT MARKED SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

MSI > 22/122 BE EEZ
HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-23,40 N 002-26,01 E NOT MARKED SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

MSI > 22/208 SCHEUR
MOW 0 MEASURING POLE, 51-23.67 N 003-02.75 E RACON: INACTIVE

MSI > 22/209 WIELINGEN
MOW 3 MEASURING POLE, 51-23.38 N 003-11.92 E RACON: INACTIVE

MSI > 22/219 OOSTENDE-ZEEBRUGGE
HYDROGRAPHICAL INSTRUMENT ESTABLISHED IN POS 51-21-611N 003-06,885 E NOT MARKED SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE

MSI > 22/252 TSS-WESTHINDER
UNDERWATER OBSTACLE IN POS 51-25.086 N 002-35.246 E SHIPPING IS REQUESTED TO PASS AT A SAFE DISTANCE ANCHORING AND FISHING ARE PROHIBITED

MSI > 22/257 TSS-WESTHINDER
WESTHINDER ANCHORAGE M/V GRANDE ANGOLA ANCHOR AND CHAIN LOST IN POS 51-24.10 N 002-37.00 E

MSI > 22/347 OOSTENDE-ZEEBRUGGE
FISHING GEAR LOST BY VESSEL O152 IN THE VICINITY OF POS 51°15,927 N 002°58,497 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

MSI > 22/348 BE EEZ
UNDERWATERPIPELINE ESTABLISHED BETWEEN BEACH AND 51°13,38N 002°51,66E MARKED WITH NORTH CARDINAL BUOY 'JDN' UNDERWATERPIPELINE ESTABLISHED BETWEEN BEACH AND POS 51°10,28N 002°44,92E MARKED WITH NORTH CARDINAL BUOY 'DC1' SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH ABOVE THIS PIPELINE

MSI > 22/461 BE EEZ
METAL ROD IN THE SEABED LOST BY VESSEL GEOQUIP SAENTIS IN THE VICINITY OF POS 51-27.57 N 002-21.38 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

MSI > 22/496 BE EEZ
METAL ROD IN THE SEABED LOST BY VESSEL GEOQUIP SAENTIS IN THE VICINITY OF POS 51-31.30 N 002-31.2 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

MSI > 22/507 BE EEZ
METAL ROD IN THE SEABED LOST BY VESSEL GEOQUIP SAENTIS IN THE VICINITY OF POS 51-27.34 N 002-21.23 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

MSI > 22/529 VAARGEUL 1
LIGHTBUOY VG2, 51-25.95 N 002-48.12 E TEMPORARILY REMOVED

MSI > 22/534 BE EEZ
METAL ROD IN THE SEABED LOST BY VESSEL GEOQUIP SAENTIS IN THE VICINITY OF POS 51-31.20 N 002-31.15 E SHIPPING IS REQUESTED NOT TO ANCHOR NOR TO FISH IN THE VICINITY

MSI > 22/537 APPROACH OOSTENDE
LIGHTBUOY OH2, 51-14.46 N 002-55.18 E TEMPORARILY REMOVED

MSI > 22/538 APPROACH OOSTENDE
LIGHTBUOY OH6, 51-14.38 N 002-55.29 E TEMPORARILY REMOVED

Attachment to NtM 2022-23/250 for NtM 2022-1/29

VHF-SECTORS

version 6.1 02 Nov 2022 12:00

For safe and smooth shipping in the Scheldt area

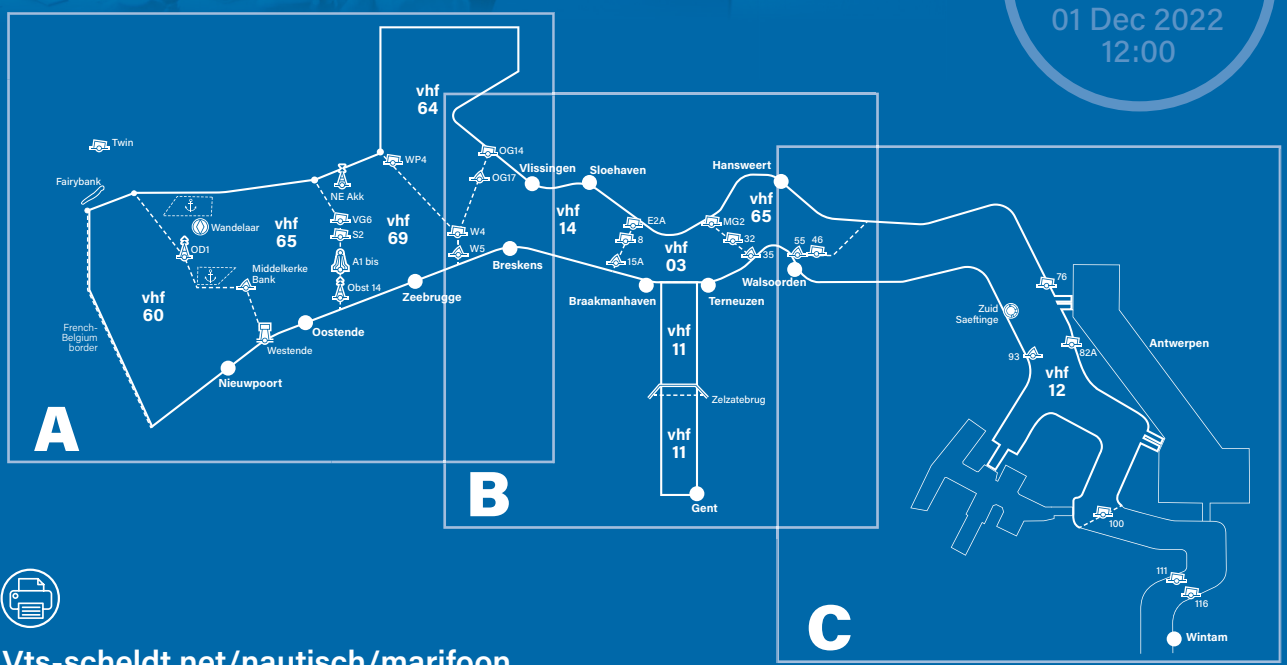
Gemeenschappelijk Nautisch Beheer Scheldegebied

version 6.0 July 2022

version 6.1 02 Nov 2022 12:00

version 6.2 01 Dec 2022 12:00



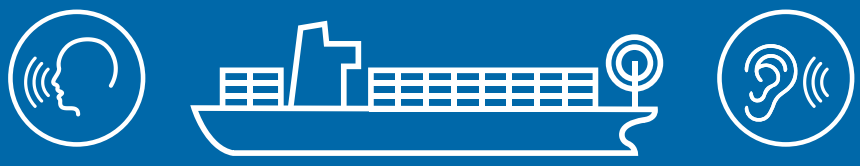


Vts-scheldt.net/nautisch/marifoon

To be used with the VHF procedures Scheldt area.

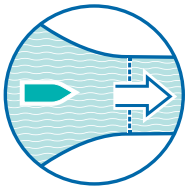


Compulsory listening watch for recreational craft equipped with VHF on the traffic channels.



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

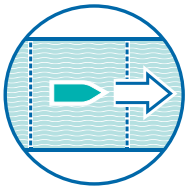


Leaving the fairway or departing from a port, berth, jetty or anchorage in the VTS area

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

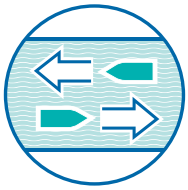


Passage boundery sector

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.

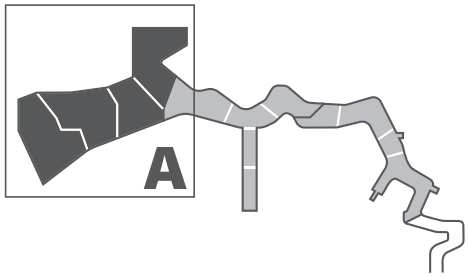
ATTENTION!

> 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

NL h+10'

- 60 Wandelaar approach
- 65 Traffic centre Wandelaar / pilot Wandelaar
- 69 Traffic centre Zeebrugge
- 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

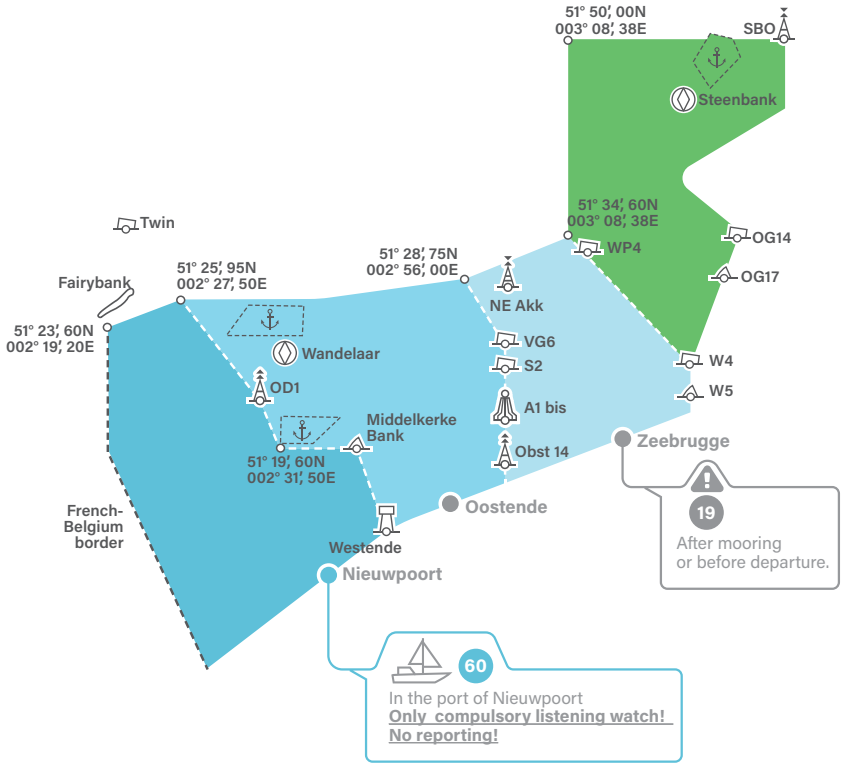
vhf — EXTRA COMPULSORY REPORTING FOR ALL COMMERCIAL SHIPPING

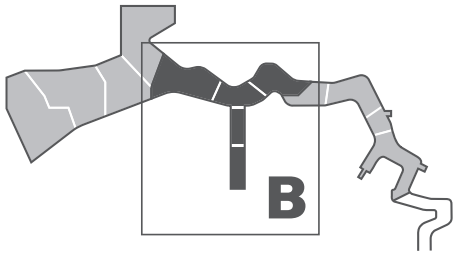
COMPULSORY INSTRUCTIONS FOR RECREATIONAL CRAFT

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.





NL h+50'

14 Traffic centre Vlissingen

14 When passing Vlissingen roads.

03 Traffic centre Terneuzen

03 When leaving the fairway passing
- Buoy 22
- DOW Jetty

65 Traffic centre Hansweert

NL h

11 Harbour master service Terneuzen

11 uitkijk Zelzate + harbour master service Gent

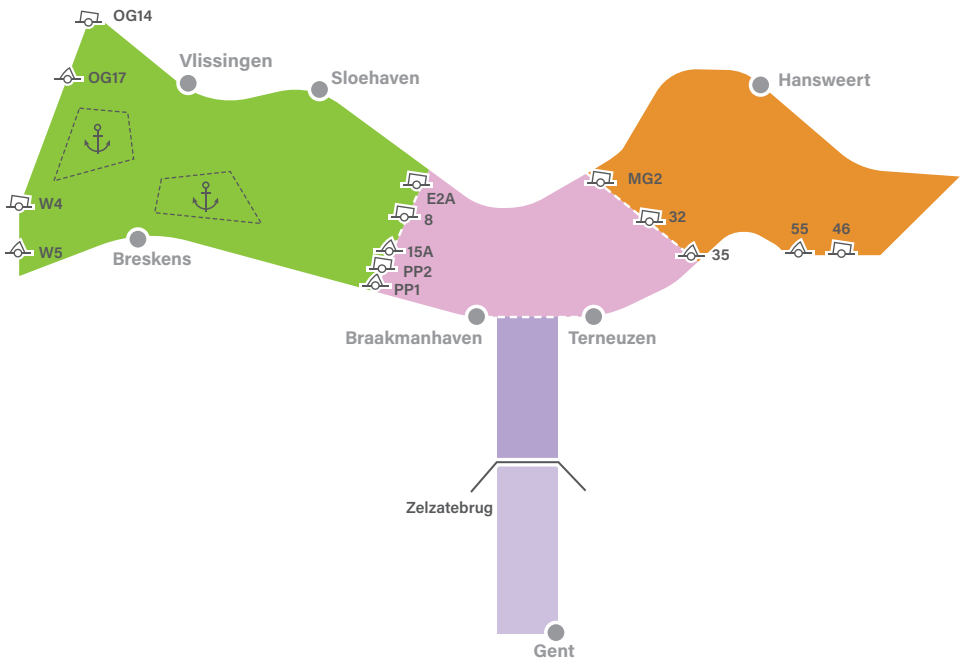
ENG h+55'

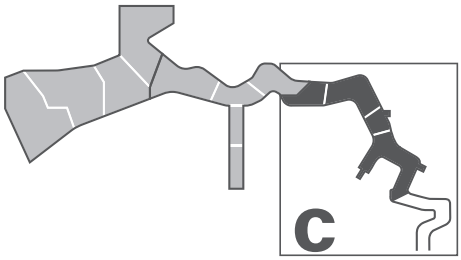
21 Radar Vlissingen

21 Before departure from a quay, berth, jetty or before heaving up anchor.

03 Radar Terneuzen

65 Radar Hansweert





NL h+30'

12 For seagoing vessels. Inbound to Antwerp at Zuid Saeftinge.

12

Message:
- ☑ Name of the vessel
- ☑ Position
- ☑ Destination

Traffic centre Zandvliet

21 Radar Saeftinge

04 Radar Zandvliet

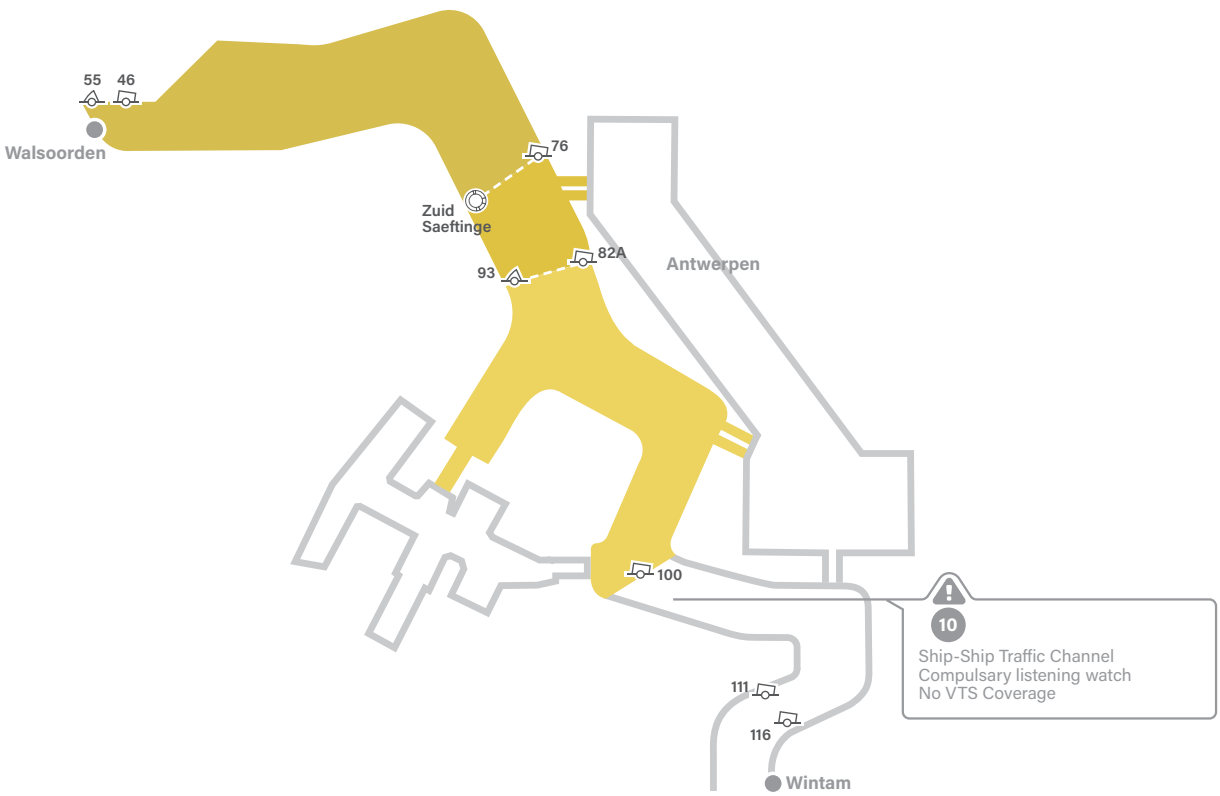
66 Radar Kruisschans

85 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)	
Visserslock		**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**
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 Nortsea 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

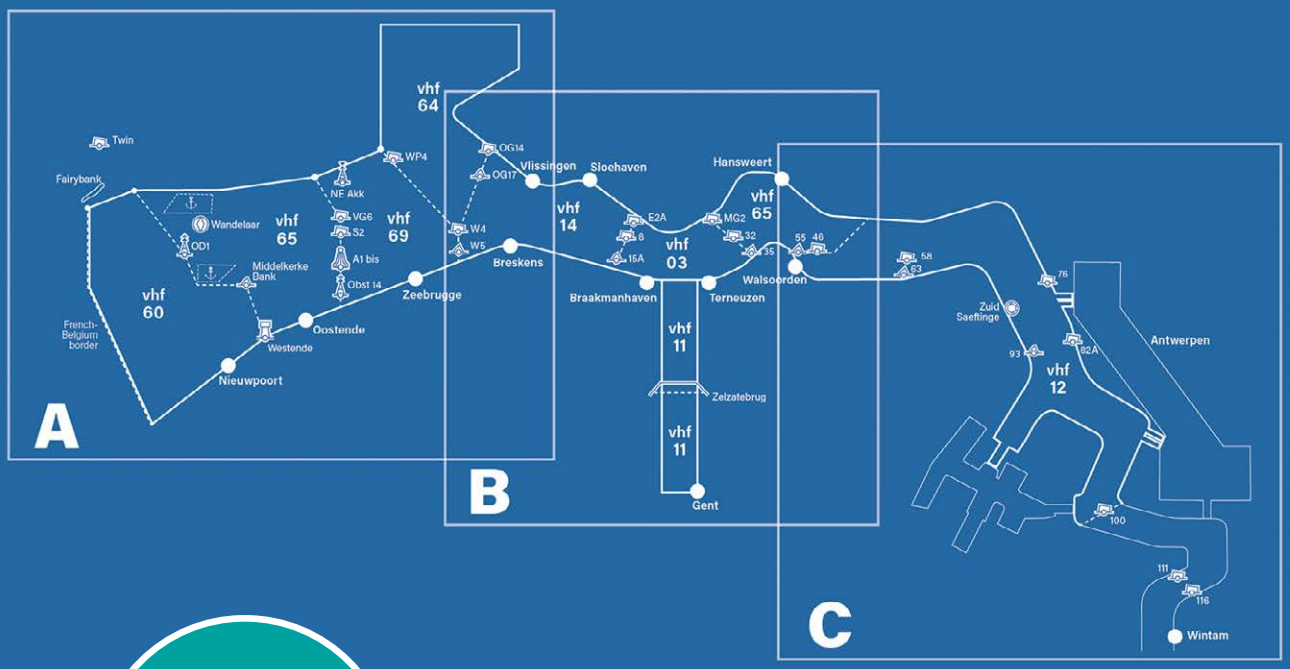
Vlaanderen is maritiem

Gemeenschappelijk Nautisch Beheer Scheldegebied



VHF PROCEDURES

For safe and smooth shipping in the Scheldt area



version
6.1
nov 2022

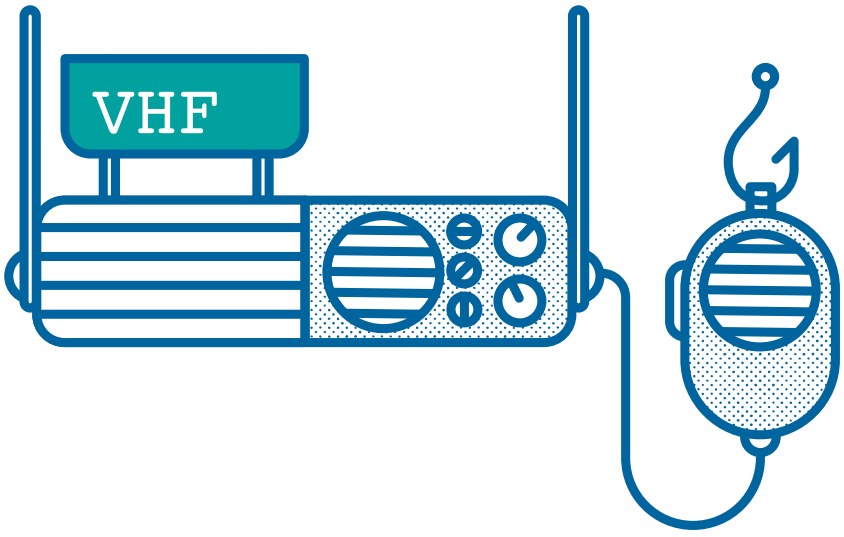


FOREWORD

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*.



version
6.1
nov 2022



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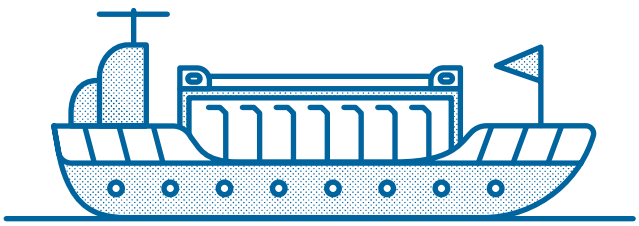
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1. Definitions

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:

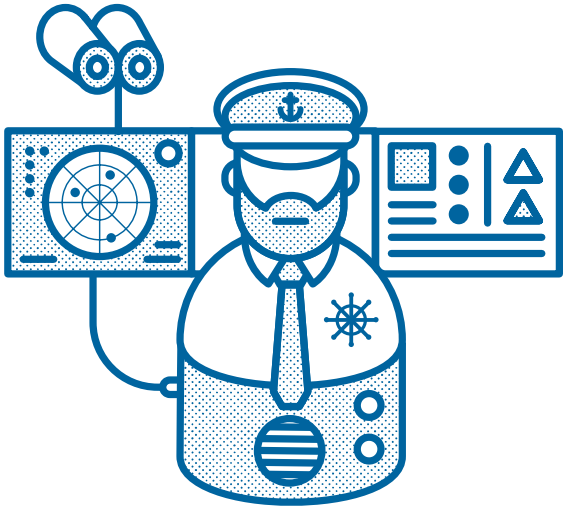
- All conversations by the VHF must be **short, pertinent and clear** and take place on the **correct channel (radio discipline)**.
- All VHF installations must transmit at a maximum power of **1 watt**.
- In the Scheldt area, **compulsary reporting** and a listening watch apply to all **commercial shipping**.
- **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 compulsary reporting must **call** on the relevant VHF channel. There is no need to sign off again, unless a compulsary 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.

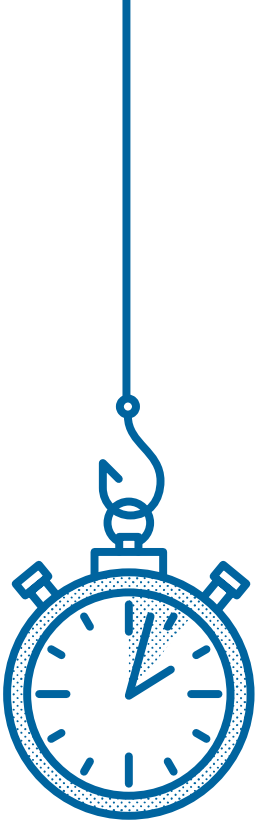
This concerns the following eight indicators:

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

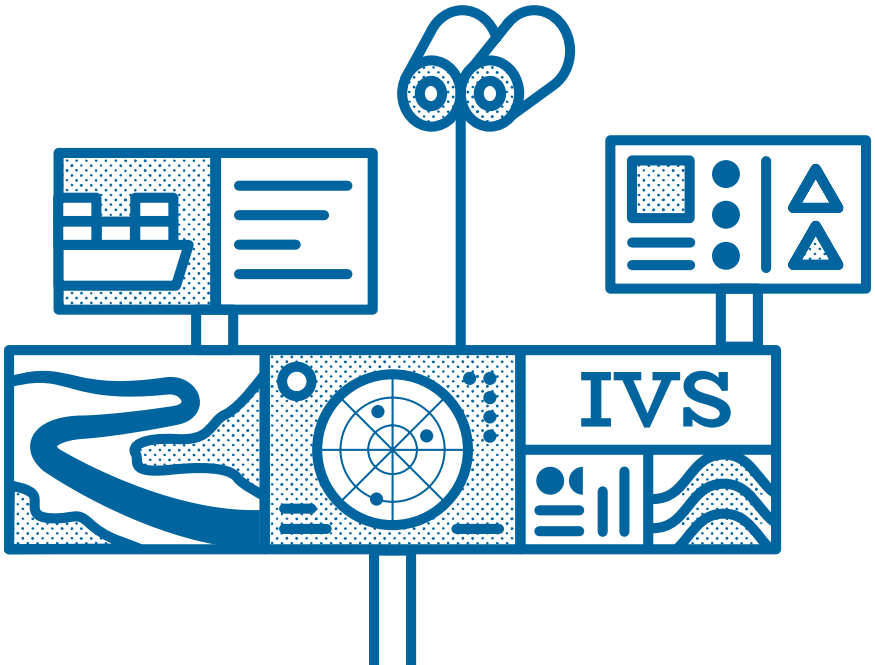
6. Radar information

- 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 shorted 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.




ANTWERPEN

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

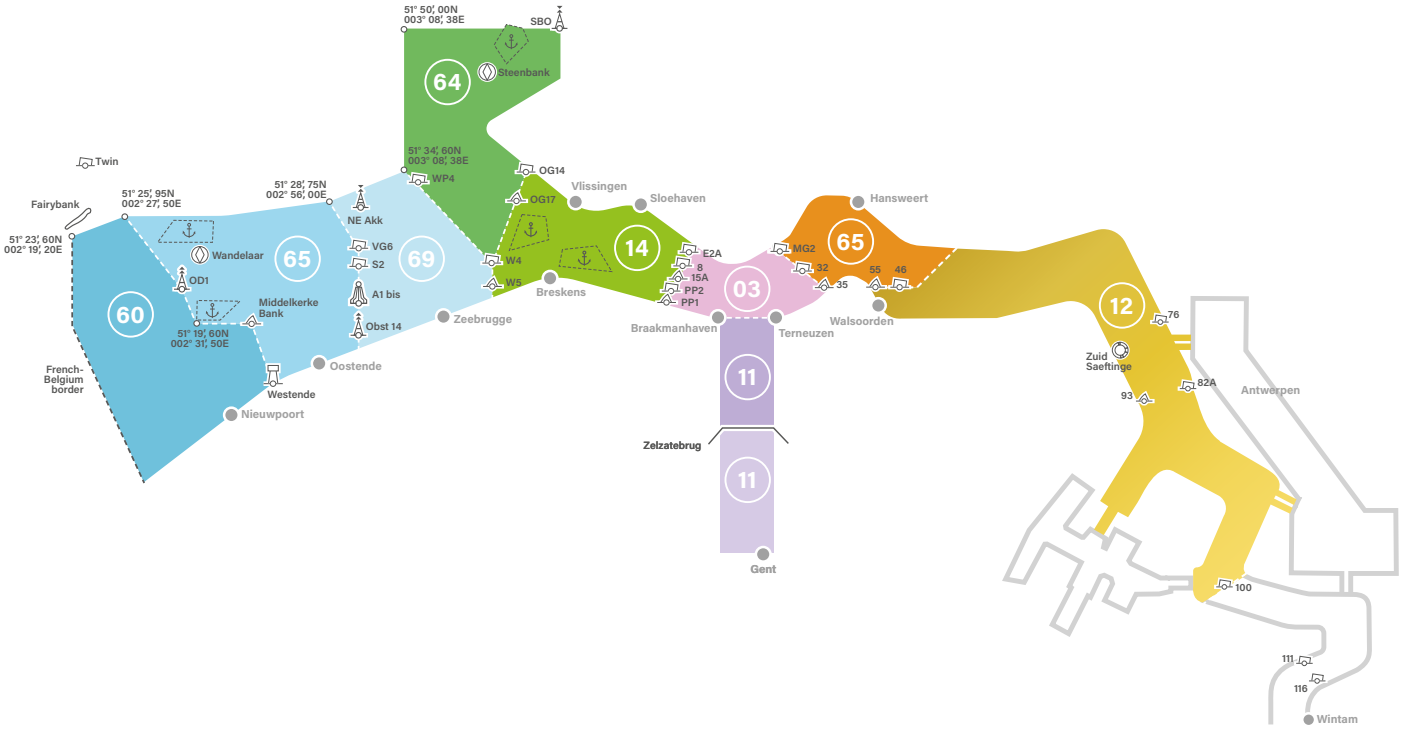
8.1 Area description traffic channels

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	Heli-piloting	Scheldt 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

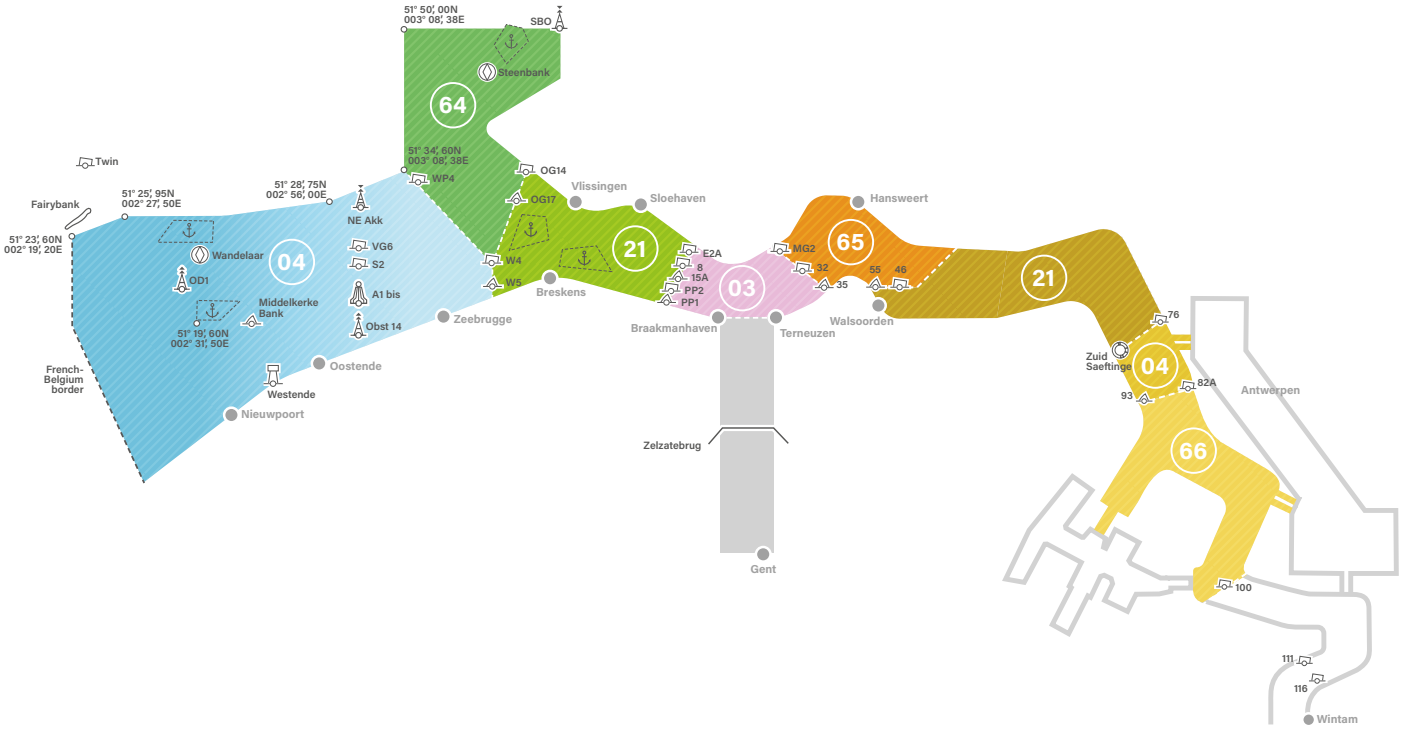
A radar channel has an overflow function in relation to the traffic channel, where accessibility on the traffic channel remains mandatory. This means that the overflow channel is used to relieve the traffic channel – for example, when providing radar information or holding other lengthy conversations.

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 KRUISSCHANS	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	× IVS function, notification on arrival and departure × SWATH intake for vessels departing from Zeebrugge

8.8 Antwerp port information channel (Port Operations)

SID Antwerp	VHF 85	Buoys 32/35 to Wintamsluis	Exchange of port information

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	85	Seagoing vessels destination AX
55	Vessel name + position	VCZV	12	
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 Saeftinge	Vessel name + ETA passage Flushing	SID Antwerp	85	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	85	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	85	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	85	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 contrained 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



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