



Vlaanderen
is maritiem



Notices to Mariners

No. 01

07 JANUARY 2021

NOTICES: 001-078

AGENCY
MARITIME and
COASTAL SERVICES

www.flemishhydrography.be

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.

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This is a free translation of the official "Berichten aan Zeevarenden, nr. 01 jaargang 2021"
In case of dispute the Dutch text is the only valid copy.

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1/1 NOTICES TO MARINERS

NtM 2020-1/1 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. 1 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.

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

- follow the general principles concerning the regulations of the shipping traffic as they appear in the annually issued Notices to Mariners No. 1.
- 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 KB of 20 July 1973 holding shipping regulations.
- observe, regarding the shipping, all notices published by the government, in particular the Notices to Mariners and the Maritime Safety Information (MSI).

Following art. 29 of the last named KB (4 August 1981), 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
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.

NOTES:

- We ask your attention for:
Amended notices:
former no's: 1, 7, 9, 14, 25, 29, 30, 31, 49, 51, 53, 55, 58, 59, 63, 66, 68, 69, 70, 72, 73, 75, 77, 78
respectively new no's: 1, 7, 9, 14, 25, 28, 29, 30, 47, 51, 56, 57, 61, 64, 66, 67, 68, 70, 71, 73, 75, 76
New notices: 78
Deleted notices: former no's: 27, 40

Source: MDK - afdeling KUST - Vlaamse Hydrografie

1/2 REGULATIONS

NtM 2020-1/2 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 4 August 1981. The police and shipping regulations
- The decree of 19 April 1995 on the organisation and working of the pilotage service of the Flemish Government and on the qualifications of port pilots and boatsmen, such as modified, and the additional executive decisions. The vessels that the various decrees apply to must have a copy of the proper regulations aboard, as well as an updated official chart of the area
- Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre
- 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 Annexes

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 1992
- The police regulations of the Beneden-Zeeschelde 1992
- The general rules for shipping routes of the Kingdom 1935
- General policy regulation on inland waterway traffic (KB of 24 September 2006), based on the European CEVNI (Code Europeen des Voies de Navigation Interieure)
- The decree of 5 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 April 19th 1839 and of chapter II parts 1 and 2 of the tractate of November 5th 1842, as they were adjusted, for the pilotage and the joint supervision on it (Scheldt regulations) and the additional executive decisions
- The shipping regulations for the Dutch and Belgian part of the canal from Ghent to Terneuzen
- Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre
- KB of 11 April 2005 about maritime border control
- The Joint Announcements in force of the Common Nautical Authorities (GNA) are available on: www.vts-scheldt.net

3. Supplement for certain waterways:

Special regulations applicable to certain shipping routes 1950.

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

4. Port Police regulations:

Antwerp:

The Communal Port Police regulation 2020

Ghent:

The general Police regulation as approved by the city council on 23 November 2015 and in force as from 1 January 2016.

Ostend:

The Police regulation as approved by the board of Directors of the A.G. Haven Oostende on 4 October 2016 version 17 april 2018

Zeebrugge:

The port regulation for the port area Brugge-Zeebrugge 2.0 (2017)

Source: MDK - afdeling Scheepvaartbegeleiding - DAB Loodswezen

1/3 OFFICIAL RADIO MESSAGES INTENDED FOR BELGIAN MERCHANT VESSELS: THE BELMAR SYSTEM

NtM 2020-1/3 cancelled

IMPORTANT

The captains of merchant vessels will make sure that a copy of this article is delivered to the officer responsible for the ship's radio station. The other copy will be placed in "De Algemene Onderrichtingen ten behoeve van de Gezagvoerders van Belgische Koopvaardij schepen" ("General Instructions for the Captains 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 captains of all Belgian merchant vessels will take following measures that will greatly contribute to the safety of their crew and ship:
 - listen to one of the radio stations mentioned under point 4, which will ensure the broadcasting of official messages
 - stop transmitting their position reports (TR's)
 - not enter a receipt or acknowledge in the DSC upon receiving messages, unless the nature of the message requires doing so
 - stop radio transmissions, unless ordered differently
 - limit the use of radar and echo sounder to what is strictly necessary.

2. Message 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 captains of the merchant vessels to check if they are receiving all BELMAR messages, all messages will have a serial number consisting of two numbers going from 01 up to 99 that will follow after the word BELMAR.
4. The text is preceded and followed by the separation sign BT ("BREAK") in radiotelephony.

5. Every message has a date-time-group. It will consist of 6 numbers, followed by the letter Z.
The numbers indicate the date and the time in hours and minutes.
The letter Z indicates that the date-time-group is expressed in Greenwich Mean Time. For example: date-time-group 131831 Z indicates that the message was compiled on the 13th day of the current month at 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 518kHz: at 0310-0710-1110-1510-1910-2310 UTC

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

2. SafetyNET

SafetyNET supplies vessels with navigation and meteorological 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 captains 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 Captains of Belgian Merchant Vessels). They replace all connection instructions that were published earlier.
2. Captains of the Belgian merchant vessels are urged to take the necessary measures in order to make contact with coastal station OSTEND RADIO (TR) at least once every 24 hours. This radio contact will be free of charge.
3. BELMAR exercises can take place without a warning, at any given time. In that case the first word of the text will be OEFENING/EXERCISE. The captains will pass on all requested information by letter to the Command of Marine Operations (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, captains are requested to hand in a written report (through their shipping company) about the reception of OSTEND RADIO with date and POSITION, to the Command Marine Operations, section NCAGS, 1 Graaf Jansdijk, 8380 Zeebrugge. They will do the same for any foreign coastal stations they use to stay in contact with their shipping company.

Exercises regarding the control of commercial traffic.

In the event of allied or multinational NATO exercises that involve the defense of the merchant fleet at times of war, captains of Belgian merchant vessels may receive a visit from NATO officers. These officers' goal will be to give a fictional briefing to the captains, on the occasion of mooring at a NATO port. They might also ask a series of questions. The captains can 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

1/4 BELGIAN COAST STATION OSTEND RADIO - CALLSIGN : OSU - FREQUENCIES, BROADCASTS AND LISTENING OUT

NtM 2020-1/4 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 system)
 - 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 channel 16
 - the first broadcast of a safety message will also be announced via VHF DSC CH70 (DSC = digital selective calling system)
 - broadcasting: on CH27
- Listening watch: permanently on CH16 and CH27 (working channels for commercial traffic: CH78 and CH85). 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 CH16 and CH24. (working channels for commercial traffic: CH7, CH27 and CH81)
- Range: about 35 nautical miles.
- Callsign: OSU

3. DSC - Digital Selective Calling

- Via the Digital Selective Calling (DSC), a distress alert can be sent out on VHF-channel 70 and on MF 2187,5 kHz, which is received on a screen. 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 maritime safety information (MSI): navigational warnings, search and rescue information, Pilot and VTS service messages, AIS service messages

- RADIOTELEPHONY:
 - for announcing:
 - on MF 2182 kHz in English and in Dutch.
 - on VHF CH16 in English and in Dutch.
 - on VHF DSC CH70 and MF DSC 2187,5 kHz only for the first broadcast.
 - for broadcasting:
 - on 2761 kHz and on VHF CH27, 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: 'securité'.
- 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](#)

1/5 ISPS REGULATIONS

NtM 2020-1/5 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 the 1st of September 2015 on in one or more screens with required fields of the port information systems (PCS: APICS, ENIGMA, ZEDIS, ENSOR). From there they will be transferred electronically to the competent authority and a feedback will be given in some cases (reporting of alarming or request of correction of information). For the ports situated in the inland (Liege, Brussels, destinations on the Albert Canal, the Brussels-Scheldt Canal and the 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 captain or his deputy will be made aware of the situation. At a later stage administrative penalties may be imposed for incomplete or incorrect data.

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

Dans le cadre de la sécurisation des navires et des installations portuaires, il est obligatoire, en application de l'article 6 du Règlement (CE) 725/2004, de communiquer à l'autorité compétente en matière de sûreté maritime les renseignements demandés à la règle 9 du chapitre XI-2 de la convention SOLAS.

La directive 2010/65/UE impose aux 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 Defense). Dans un premier stade, le capitaine ou son agent reçoivent un avertissement. Dans un stade ultérieur, des sanctions administratives peuvent être appliquées en cas d'informations incomplètes ou inexactes.

Source: [FOD Mobiliteit en Vervoer](#)

1/6 INTERNATIONAL SANITARY REGULATIONS

NtM 2020-1/6 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 the 7th January 2016 in one or more screens with required fields of the port information systems (APICS, ENIGMA, ZEDIS, ENSOR). From there they will be transmitted electronically to the competent authority. For the inland ports (Liège, Brussels, terminals on the Albert Canal, the Brussels Scheldt Canal and the 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

1/7 NAVAL COOPERATION AND GUIDANCE FOR SHIPPING (NCAGS)

NtM 2020-1/7 cancelled

1. General

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

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

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

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

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

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

3. Possible communication procedures at NCAGS

NCAGS can contact a merchant vessel through the following procedures:

- a. 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 annex 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

Source: Ministerie van Defensie - Marinecomponent

NCAGS INFORMATION FORMATS**SECTION I – FORMAT ALFA****1. Format Alfa**

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

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

1/8 RADIO NAVIGATION MESSAGES

NtM 2020-1/8 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

1/9 RIVER INFORMATION SERVICES

NtM 2020-1/9 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

1/10 COASTAL-WEATHER-FORECAST

NtM 2020-1/10 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: afdelingkust.be/en/coastal-weather-forecast

Source: MDK - afdeling KUST - Vlaamse Hydrografie

1/11 WEATHER FORECASTS AND ANNOUNCEMENTS OF STORMY WEATHER AND GALE FORCE WINDS

NtM 2020-1/11 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 channel 27, in English and in Dutch, after previous announcement on 2182 kHz and VHF channel 16.

On fixed hours: 0720 LT and 0820 UTC and 1720 UTC.

ON NAVTEX:

International frequency 518kHz in English at 0710 and 1910 UTC.

National frequency 490kHz in Dutch at 0810 - 1210 - 1610 and 2010 UTC.

3. Storm reports

1. The announcement will be made when wind speeds of 8 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 silence

The first broadcast will also be announced over DSC (Digital Selective Call) on VHF CH 70 and on medium wave 2187.5 kHz.

- **via NAVTEX**

On 518 kHz and 490 kHz immediately upon reception at the coast station and then according to the fixed broadcast schedule:

- on 518 kHz: 0310 - 0710 - 1110 - 1510 - 1910 - 2310 UTC
- on 490 kHz: 0010 - 0410 - 0810 - 1210 - 1610 - 2010 UTC

As long as the storm lasts.

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 channel 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 channel 27 (after announcement on the frequencies 2182 kHz and VHF CH16), and on the national navtex 490 kHz, immediately upon receipt.

Source: Ministerie van Defensie - Marinecomponent

1/12 GNB MANAGEMENT AREA: PROCEDURE IN EXTREME WEATHER

NtM 2020-1/12 cancelled

Article 1

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

Article 2

If an extreme weather situation has been forecast, the GNA advisor and GNA Head of Nautical Operations shall, after consulting with pilots, determine the most favourable measures in connection with safety.

Possible measures could include:

- selective or general ban on arrivals and departures;
- selective or complete blocking per port area;
- additional assistance imposed per ship;
- other measures that are necessary in the view

Article 3

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

Article 4

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

Article 5

This notification enters into force on 1 August 2016.

Joint Notification 02/2007 will be cancelled when these requirements come into effect.

Source: GNA Bass 074-2016 - Joint Announcement 06-2016

1/13 ACTIONS TO BE TAKEN IN CASE OF A SUBMARINE ACCIDENT (DISSUB - DISTRESSED SUBMARINE)

NtM 2020-1/13 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

1/14 TREATMENT OF MINES AND EXPLOSIVES FOUND AT SEA

NtM 2020-1/14 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.
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.
 - The device should be sealed off from the outside air (This is important as an explosive that has been exposed to the atmosphere can become extremely sensitive to shocks when dry).
 - An explosive device may never be sunk in water deeper than it was first found in.
4. In order to ensure the safety of shipping and 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) (Maritime Rescue and Coordination Centre). 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 coastline, 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 diver-minesweepers will come aboard the fishing vessel from a navy vessel. The minesweepers will give their advice about the possibility of sailing into port over the radio: for the port of 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 minesweeper be of the opinion that the risk is too great and that defusing should be done at sea or after stranding the ship, the minesweepers will consult the MRCC 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 Maritiem Informatie Kruispunt (MIK).
7. In no event shall a personal attempt be made to trawl up a mine and sail into a port.

Source: Ministerie van Defensie - Marinecomponent

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 4000m from shore (if possible)

Outboard

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

Report to MRCC & warn vessels in the vicinity

- position
- type (explosives chart)
- measurements

1/15 PILOTAGE SERVICE AT THE SCHELDT ESTUARIES AND AT THE BELGIAN COASTAL PORTS

NtM 2020-1/15 cancelled

1. General

1. In the Western Scheldt estuaries, in open sea, towards the Belgian ports near the Scheldt and at the canal from Ghent to Terneuzen and vice versa, the pilotage service is ensured in cooperation between Flanders and the Netherlands. Commercial vessels that sail these waters have compulsory pilotage, with the exception of those mentioned in the Resolution of exemption of compulsory pilotage Scheldt regulations (cf. part 1/16). 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 lighted 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 from Ghent to Terneuzen; the latter for piloting ships to Dutch and Belgian ports at the Western Scheldt and at the canal from Ghent to Terneuzen. This Flemish pilot vessel of SWATH type has a red hull with, on both sides, in white letters, the name "WANDELAAR" and the word "PILOT". During the day she will sail under a red flag with the white letter P. At night she carries the lights as required by the "Internationaal Reglement ter Voorkoming van Aanvaringen op Zee" (the International Rules for Prevention of Accidents at Sea). She is equipped with VHF radiotelephony and listens to channels 65 and 6.
2. The Dutch pilot vessels are stationed in the Schouwenbank Junction. The large P class pilot vessel has a black hull with four yellow stripes and the word 'PILOTS' written in white letters on the ship's side. The smaller SWATH vessel has a full yellow hull. The vessels listen to VHF channel 64 (Traffic Centre Steenbank) and 79 (Pilot Steenbank). From these vessels, Flemish and Dutch pilots are available for piloting vessels to Antwerp and Ghent. Ships destined for Dutch ports at the Western Scheldt are piloted by Dutch pilots. By day the pilot vessel at this station sails under a blue flag on top bearing a white letter 'L'. At night the 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 channel 79 by the Pilot Steenbank from the Scheldt Coordination Centre at Flushing. Inbound unpiloted vessels receive the necessary instructions for this via VHF channel 64 and 79.
3. During periods of decreased visibility these pilot vessels (both Flemish and Dutch) give the same fog signals at their stations as the ones used by mechanically powered vessels, as determined by the International Regulations for Prevention of Accidents at Sea. They may also give a recognition signal consisting of 4 short bursts.

Source: MDK - DAB Ioodswezen

1/16 RESOLUTION OF EXEMPTION FROM COMPULSORY PILOTAGE SCHELDT REGULATIONS

NtM 2020-1/16 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 masters of the following types of vessels are exempt from the compulsory pilotage set out in the first section of article 9 of the Scheldt Regulations.

- 1° inland waterway vessels, if not positioned seawards towards Flushing Roads;
- 2° estuary shipping: inland waterway vessels that only sail in a limited sailing area along the Belgian coast and have been registered as such by the Belgian government;
- 3° fluvio-marine shipping: inland waterway vessels holding a sea certificate that are limited to sailing within a particular area at sea and have been registered as such by the Belgian or Dutch authorities;
- 4° anchored sea-going vessels with the exception of sea-going vessels with a gross tonnage of 60,000 or more or a draught of 130 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 metres and a draught up to 5.5 metres sailing the estuaries of the River Scheldt from the Magne buoy via Oostgat, Galgeput, Sardijngel and the Flushing Roads to the ports of Flushing East;
- 2° sea-going vessels with a length over all up to 80 metres sailing the estuaries of the River Scheldt via a different navigation route than the one mentioned under 1°.

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

- a. anchored vessels positioned seawards towards Flushing Roads;
- b. vessels with a gross tonnage of less than 60,000 or with a draught of less than 130 decimetre moored at or upstream Flushing Roads.

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

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

1/17 INTENSIFIED COMPULSORY PILOTAGE FOR VESSELS IN THE BELGIAN TERRITORIAL SEA AND WATERS UNDER THE AUTHORITY OF THE FLEMISH GOVERNMENT

NtM 2020-1/17 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 August 4, 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 annexes, drawn up in London on 2 November 1973, and the protocol of 1978 with the International Convention of 1973 for the Prevention of Pollution from Ships, with annex, 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 annexes 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 metres;
- 19° Agency for Maritime and Coastal Services: the agency, established by the Flemish government decree of 7 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 committee 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 captains 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 Royal Decree of 8 June 1971 containing the implementation of article 4 of the Law of 3 November 1967 on the piloting of sea crafts, as amended by the Royal Decree 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: Staff service MDK

1/18 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 2020-1/18 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 Annex 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 agh 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 ship's captain;
- 6° **"Pilot required":** the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;
- 7° **Arrival type:** the information indicated by the agent regarding the required route of the voyage for inbound seagoing vessels and a voyage between two ports within the operational area;
- 8° **GTO:** the required time of 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 vessel's captain;
- 9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the vessel's captain;
- 10° **BTV:** Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the vessel's captain;
- 11° **Pilot request time:** time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;
- 12° **Pilot order:** a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;
- 13° **Chain operation:** the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;
- 14° **Operational area:** the operational area of the VTS (Vessel Traffic Services)-River Scheldt Region;
- 15° **Means of communication:** electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to vessel captains) from the pilot request services, as specified in Annex 1 of this decree;
- 16° **Harbour Master's Services:** the services specified in Annex 2 of this decree.

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

Article 2

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

- 1° Arrival type ETA: the vessel may proceed upon arrival at the pilotage 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 vessel's captain wishes to make non-obligatory use of the services of a pilot.
6. This article also applies to vessels which a pilot wishes to board in a location other than the pilotage 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 vessel's captain must, depending on the arrival type, report this via the means of communication no later than six hours prior to the new pilot request time or the time at which the pilot will board the vessel based on the arrival type.
4. If, in the case of a GTA arrival type, it is not possible to bring forward the required time of arrival in the port due to current, tide or vessel speed, the most feasible or (if necessary) original pilot request time will be maintained.
5. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

Article 7

If, upon arrival at the pilotage 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 vessel's captain wishes to make non-obligatory use of the services of a pilot.

Article 12

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

Article 13

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

Article 14

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

Article 15

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

Article 16

1. The agent must ensure that the pilot order at least contains the following information:
 - 1° Name and IMO number of the vessel;
 - 2° Call sign;
 - 3° Flag;
 - 4° Current berth;
 - 5° Destination: name of pilotage 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 vessel's captain must report the initial pilot order to the pilot request service via the other means of communication.

Article 22

The harbour master's office or the pilot request service will inform the agent or the vessel's captain when the emergency procedure is initiated or terminated.

ANNEX 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 vessel captains 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 vessel captains 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 vessel captains 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 vessel captains 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 vessel captains only
	scheldepilot@loodswezen.nl

ANNEX 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 - 83 - 84 - 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: DAB Loodswezen

1/19 REQUEST ARRANGEMENTS FOR VESSELS HAVING A FLEMISH PORT AS DESTINATION AND FOR A VOYAGE BETWEEN TWO FLEMISH PORTS

Pilot request arrangements Pilotage Decree

NtM 2020-1/19 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 Annex 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 captain;
- 6° **"pilot required":** the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;
- 7° **arrival type:** the information indicated by the agent regarding the required route of the voyage for inbound sea-going vessels and a voyage between two Flemish ports;
- 8° **GTO:** the required time of 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 captain;
- 9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the captain;
- 10° **BTV:** Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the captain;
- 11° **pilot request time:** time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;
- 12° **pilot order:** a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;
- 13° **chain operation:** the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;
- 14° **means of communication:** electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to captains) from the pilot request services, as specified in Annex 1 which has been included with this decree;
- 15° **Harbour Master's Services:** the services specified in Annex 2 which has been included with this decree;
- 16° **competent authority:** the Shipping Assistance Division of the Agency for Maritime Services and Coast;
- 17° **RTD:** Requested Time of Departure. This is the planned time of departure of a vessel from a given point.

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

Article 2

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

- 1° arrival type ETA: the vessel may proceed upon arrival at the pilotage 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 captain wishes to make non-obligatory use of the services of a pilot.
6. This article also applies to vessels which a pilot wishes to board in a location other than the pilotage 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 captain must, depending on the arrival type, report this via the means of communication no later than six hours prior to the new pilot request time or the time at which the pilot will board the vessel based on the arrival type.
4. If, in the case of a GTA arrival type, it is not possible to bring forward the required time of arrival in the port due to current, tide or vessel speed, the most feasible or (if necessary) original pilot request time will be maintained.
5. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.

Article 7

If, upon arrival at the pilotage 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 captain wishes to make non-obligatory use of the services of a pilot.

Article 12

1. The pilot order becomes active three hours prior to pilot request time. From this point forward, the pilotage service will undertake the actions needed to bring the pilot on board the vessel at the required time and place.

2. From this point forward, every change and/or cancellation must be reported by the agent to the pilot request service via the means of communication.

Article 13

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

Article 14

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

Article 15

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

Article 16

1. The agent must ensure that the pilot order at least contains the following information:
 - 1° Name of the vessel and IMO number;
 - 2° Call sign;
 - 3° Flag;
 - 4° Current berth;
 - 5° Destination: pilotage 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 captain must report the initial pilot order to the pilot request service via the other means of communication.

Article 22

The harbour master's office or the pilot request service will inform the agent or the captain when the emergency procedure is initiated or terminated.

ANNEX 1

CONTACT INFORMATION FOR PILOT REQUEST SERVICES

1° Antwerp pilot request service

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

ANNEX 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 - 83 - 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: DAB Loodswezen

1/20 USE OF THE PILOT PLUG DURING PILOT OPERATIONS

NtM 2020-1/20 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: DAB Loodswezen

1/21 WESTERN SCHELDT - FLUSHING ROADS: SPECIAL SIGNALS CONCERNING THE PILOTAGE

NtM 2020-1/21 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

1/22 SHORE BASED PILOTAGE (LOODSEN OP AFSTAND (LOA)) IN THE EVENT OF STORM PILOTAGE

NtM 2020-1/22 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 captain/traffic participant of a ship requiring piloting is made aware of the alternative options for the suspended “normally operational pilotage platform”.
The following options may be presented to the ship provided it is eligible:
 - a. Pilotage with a Swath vessel;
 - b. Shore based pilotage;
 - c. Wait offshore (moving or anchored).
- 2 The captain/traffic participant is asked a number of questions via marine VHF radio relating to manoeuvrability, equipment, communication and any particulars to enable the request to be assessed for piloting purposes.
- 3 Dutch or English is used for communication between the captain on board and the LOA pilot during LOA, in accordance with IMO Guidelines VTS (IMO Standard Marine Communication Phrases), where this is practical.
- 4 The captain of a ship not requiring piloting can use LOA on request if this ship is covered by the authorization policy and if the LOA pilot agrees.
- 5 LOA is provided until the pilot is on board and has taken over navigation advice.
- 6 Acceptance of LOA by the captain is regarded as satisfying the requirements of compulsory piloting.
- 7 The Common Nautical Authority (GNA) assesses whether ships meet the criteria laid down in these requirements and is responsible for the authorization policy of ships under LOA.

Article 2. Obligations of the captain during LOA

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

Article 3. Ships to which no exemption may be granted and which are therefore excluded from sailing under LOA

1. Those ships that fail to meet the criteria set out in Article 7, paragraph 2, and for the Oostgat Article 10, paragraph 2, of this Joint Notification.
2. Ships loaded with substances as described in annex 1 paragraph 1, 2 and 3 of the Western Scheldt Shipping Regulations 1990 (SRW).
3. Gas tankers categorized as a “Joint Notification 01-2018 Article 1, part f”-ship (Voyage Plan IMO2 gas tanker).
4. Ships categorized as such by the Common Nautical Authority (GNA).

Article 4. Seagoing ships that are in principle excluded from sailing under LOA, but for which an exemption may be requested from the GNA

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

Article 5. Waterways excluded from shore based pilotage

1. Upstream of the 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 (Westpit ship channel) from the vicinity of NE-Akkaert

1. The captains of ships wishing to enter via Schouwenbank Junction / Westpit / NE Akkaert / Scheur / Wielingen and that satisfy the length/draught criteria as referred to in Article 7, paragraph 2 are asked the questions as referred to in Article 1, paragraph 2 by the Radar Pilot Steenbank upon entry into Schouwenbank Junction, after which the 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 NE Akkaert buoy via the Westpit ship channel, after which the Radar Pilot Zeebrugge provides LOA to the ship not before the buoys WP1/WP2.
3. If the entering ship is not accepted by the Radar Pilot Steenbank for technical piloting reasons, the ship will be guided by Traffic Centre Steenbank either to the Schouwenbank anchorage or to another location directly outside Schouwenbank Junction.
4. The GNA remains at all times responsible for the authorization policy.

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

Article 7. Inbound

1. LOA is provided for eligible shipping on the following stretches: buoy A South/A North - Flushing Roads and buoys WP3/WP4 - Flushing Roads.
2. The criteria for the LOA ship are:
 - Length overall not more than 175 m.
 - Maximum draught not more than 80 dm.

Article 8. Outbound

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

Article 9. Traffic Centres

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

Wandelaar

Call sign	Radar Pilot Wandelaar
Boundary	The area demarcated by the buoys Middelkerkebank / A North / A South / NE Akkaert / A1-bis
VHF	CH65

Zeebrugge

Call sign	Radar Pilot Zeebrugge
Boundary	The area demarcated by the buoys A1-bis / NE Akkaert / WP3-WP4 / W4-W5
VHF	CH69

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

Vlissingen

Call sign	Radar Pilot Vlissingen
Boundary	he area demarcated by the buoys W4-W5 / OG 17 / Flushing Roads or until pilot on board
VHF	CH14

CHAPTER 3 THE STEENBANK WATERWAY – OOSTGAT APPROACH, CRITERIA AND THE TRAFFIC CENTRES FROM WHICH LOA IS PROVIDED

Article 10. Inbound

1. LOA is provided for eligible shipping on the Schouwenbank Junction - Westkapelle stretch. The pilot vessel will be in the immediate vicinity of the ship to be piloted before the ship to be piloted passes buoy OG9.
2. The criteria for the LOA ship are:
 - length overall not more than 125 m;
 - maximum draught not more than 64 dm.
3. LOA is provided on the Schouwenbank Junction stretch as far as the position where the pilot vessel can safely deliver the pilot on board and he/she takes over with navigation advice.
4. "Pre-sailing - pre-piloting": if the pilot vessel cannot safely deliver the pilot on board the ship (that meets the LOA criteria of this Joint Notification), the ship may obtain piloting advice from a pilot on another ship, as far as the 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 marine VHF radio channel 79 to relieve the load on the traffic channel. Steenbank Traffic Centre informs the ship when channel 79 must be on stand-by.

Article 11. Outbound

No outbound LOA is provided for the Oostgat.

Article 12. Traffic Centre

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

Steenbank

Call sign	Radar Pilot Steenbank
Boundary	Schouwenbank Junction - Northern approach Oostgat
VHF	CH64

Article 13. Piloting advice from another ship

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

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

CHAPTER 4 FINAL PROVISIONS

Article 14. Special circumstances and exceptions

Depending on the circumstances, technical options, types of ship, sort of cargo and traffic situation, the Common Nautical Authority may impose additional requirements or make derogations from and/or exceptions to these requirements.

These decisions are considered operational decisions in the sense of the decision-making procedures Decree of the Common Nautical Authority.

Article 15. Evaluation

The Standing Committee will evaluate this notification annually.

Article 16. Entry into force

This notification enters into force on 1 November 2018.

The NtM 2018-01/13B (Joint Notification 06/2017) will be cancelled when these requirements come into effect.

These requirements will be published in the Official Gazettes of the Netherlands and Belgium.

SHIPS THAT ARE ELIGIBLE FOR 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 satisfy the following conditions.

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

The ship must appear on the list of LOA-IMO ships, in respect of which the Common Nautical Authority (GNA) has established that they are in principle eligible for "Shore Based Pilotage" partly on the basis of the local familiarity of the captain/traffic participant.

2. An application must have been submitted.

Applications to appear or remain on the LOA-IMO ship list are to be made in writing to the:

Common Nautical Authority (GNA) VTS-Scheldt Area.

Commandoweg 50.

4381 BH Vlissingen.

Fax: +31 (0)118 46 77 00

E-mail: gna-scc@vts-scheldt.net

The following information must be provided:

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

The GNA assesses whether or not the ship is eligible for "shore based pilotage". The application referred to in 2 is answered in writing by the GNA. The shipping companies (agencies) concerned must notify changes immediately.

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

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

3. There must be a positive assessment.

The following criteria are used for the assessment:

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

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 4 months has the captain/traffic participant made at least 6 voyages on one of the stretches specified below, in or out or a combination of the two?
OR:
 - b. In the previous 12 months has the captain/traffic participant made at least 12 voyages on one of the stretches specified below, in or out or a combination of the two?
 - c. The stretches are:
 - Wandelaar - 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 088-2018: Joint Notification 03-2018](#)

1/23 INDICATION OF LOCATIONS FOR SHORE BASED PILOTAGE

NtM 2020-1/23 cancelled

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

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

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

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

the following additional provisions are laid down:

Article 1.

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

- Vlissingen traffic centre
- Zeebrugge traffic centre

Article 2. Entry into force

These provisions shall take effect on 1 February 2015 and shall be published in the Official Gazettes of the Netherlands and Belgium

Source: GNA: Bass 004-2015 – Joint Announcement 01-2015

1/24 FAIRWAYS, MAIN FAIRWAYS AND SECONDARY FAIRWAYS IN THE CONTROL AREA OF THE COMMON NAUTICAL MANAGEMENT

NtM 2020-1/24 cancelled

Considering Article 10, paragraph 1 of the Police and Shipping Regulations applicable to the Belgian territorial sea, coastal harbours and beaches;

Considering Article 2, sub 2, under d and e, of the Shipping Regulation Western Scheldt 1990;

Considering Article 2, § 2, under c and d, of the Shipping Regulation for the Beneden-Zeeschelde;

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

Article 1. Fairways

The parts of the shipping waters marked as fairways by means of buoyage and beaconing in the area where the Police and Shipping regulations for the Belgian territorial sea, coastal harbours and beaches apply:

- the Vaargeul 1;
- the Scheur;
- the Pas van het Zand;
- the Belgian part of the Wielingen.

Article 2. Main fairways

Main fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the 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 traffic of the Common Nautical Authority (GNA).

Article 5. Withdrawal of announcement

The Announcement of the Western Scheldt Government Port Master dated 6 May 1996 (Government Gazette 111 of the year 1996) and the external notice 081/2005 are withdrawn.

Article 6. Date of coming into force

This Regulation comes into force as from 1 October 2011, and will be published in the Dutch Government Gazette and the Belgian Official Gazette.

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

1/25 WESTERN SCHELDT: LIMIT OF PARALLEL ROUTES ALONG THE MAIN FAIRWAYS

NtM 2020-1/25 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 Ossenisse**, the "Fietspad" will be marked by:
 1. On the red side of the main fairway: F14 - F16 - F18 - F20 - F20A - F22 - F24 - F26 - F28 - F28A - F28B - F30 - F32 - F34.
 2. On the green side of the main fairway: F31 - F33 - F35 - F37.
- b. **Between Hansweert and Perkpolder**, the "Fietspad" will be marked by:
 1. On the red side of the main fairway: F42 - F42A - F44 - F46 - F48 - F48A.
 2. On the green side of the main fairway: F47 - F49 - F51 - F53 - F53A - F55.
- c. **At Konijnenschor**, the "Fietspad" will be marked by: F58 - F60 - F62 - F64A - F64B - F66.

Article 3. Entry into force

This NtM article enters into force on 01 November 2020.

NtM 2020-1/25 (GNA Joint Notification 01-2016) is cancelled upon that entry into force.

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

Explanation

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

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

Parallel routes are additional routes, indicated by marks having a special meaning in accordance with the IALA-A recommendations, which are adjacent to and run parallel with the laterally marked main fairway and belong to art. 2 of 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

1/26 ANCHORAGES IN THE MANAGEMENT AREA OF THE COMMON NAUTICAL MANAGEMENT

NtM 2020-1/26 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

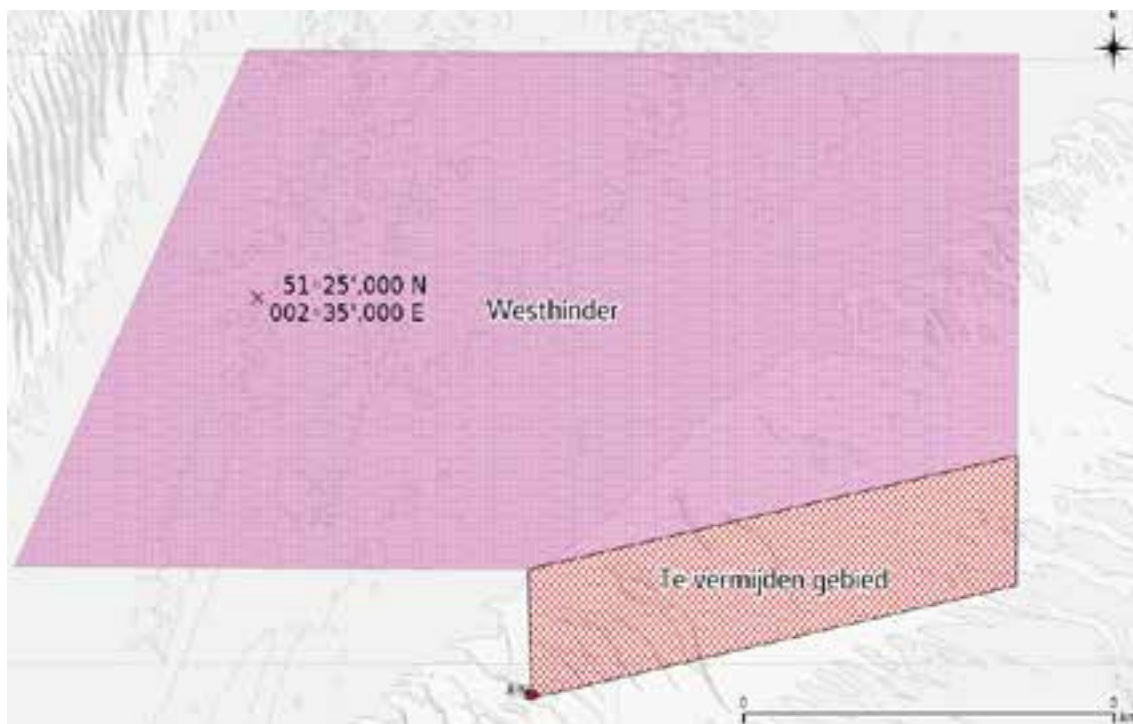
2.1. The following areas in the Western Scheldt and its estuaries can be used as anchorages:

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°25,517'N - 002°36,339'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

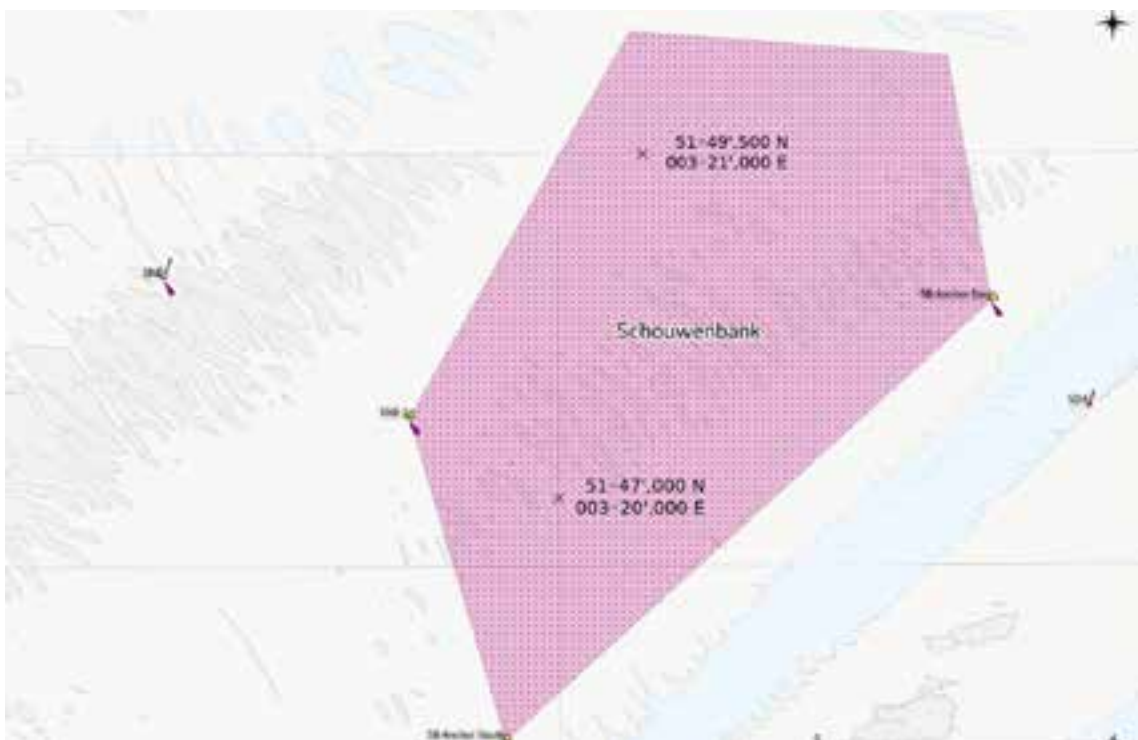


Shipping is made aware of the presence of telecommunication and export cables just above the northern limit of the anchor area Oostdyck. When anchoring, sufficient account must be taken to keep the anchor within the limits of the Oostdyck anchor area.

2.1.3. Anchor area Schouwenbank

This area is bordered by the lines:

From position:	51°47,580'N	003°18,250'E (Buoy SNE 1)
To:	51°50,384'N	003°20,842'E
To:	51°50,199'N	003°24,581'E
To:	51°48,419'N	003°25,091'E (Buoy SB Anchor East)
To:	51°45,236'N	003°19,370'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:

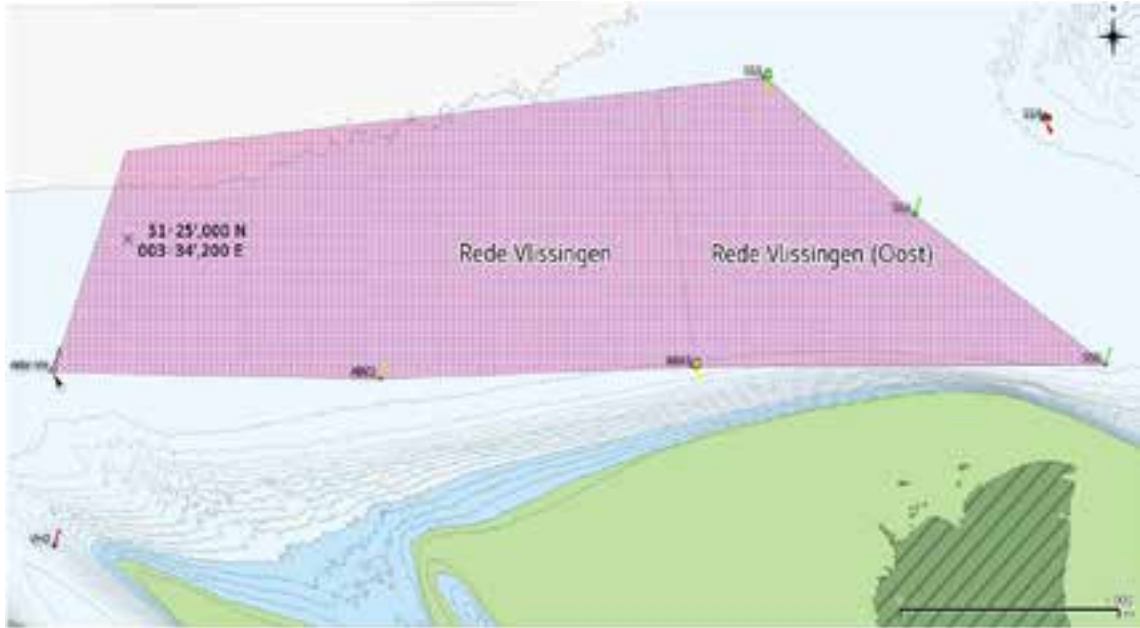
- along the meridian of the extinguished shore light "Kruishoofd"
- over the buoys: W7 - W9 - Songa
- over the buoy "Songa" and the head of the western dam Veerhaven Breskens along the Zeeuws-Vlaamse coast



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°25,19'N 003°34,16'E
- from position 51°25,19'N 003°34,16'E E to buoy SS1
- over the buoys: SS1 - SS3 - SS5
- over the buoys: SS5 - 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 buoy ARV3
- from the position 51°25,31'N 003°36,29'E to the buoy SS1
- over the buoys: SS1 - SS3 - SS5
- over the buoys: SS5 - ARV3

2.1.8. Anchor area Springergeul

This area is bordered by the lines:

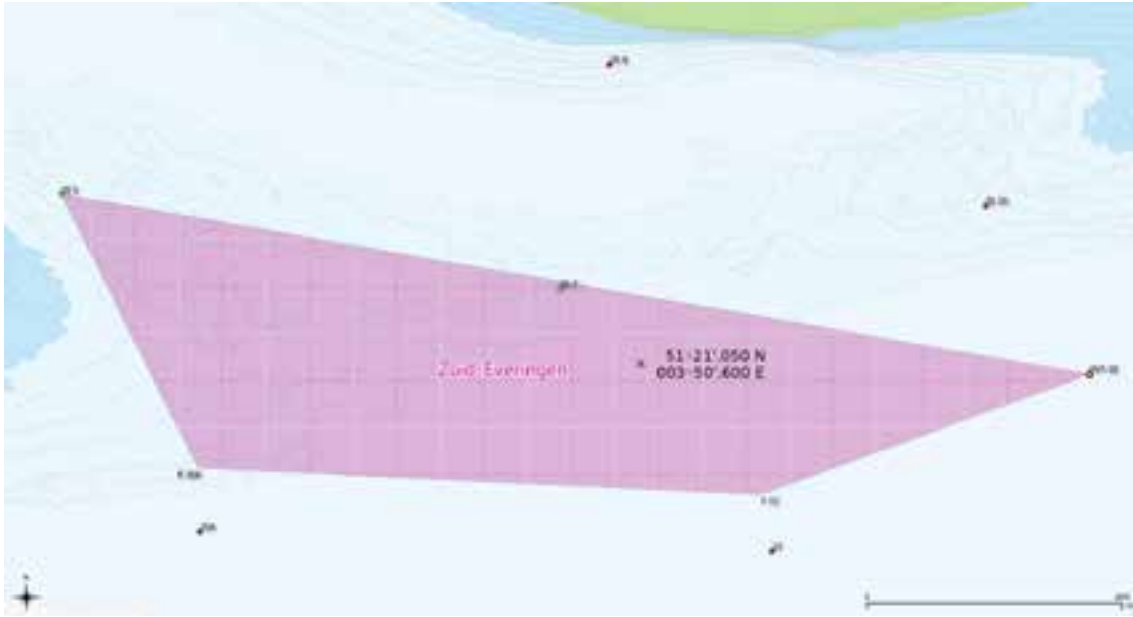
- over the buoys: A1 - 17
- over the buoys: 17 - 19 - 21
- over the buoys: 21 - A5
- over the buoys: A5 - A3 - A1



2.1.9. Anchor area Zuid Everingen

This area is bordered by the lines:

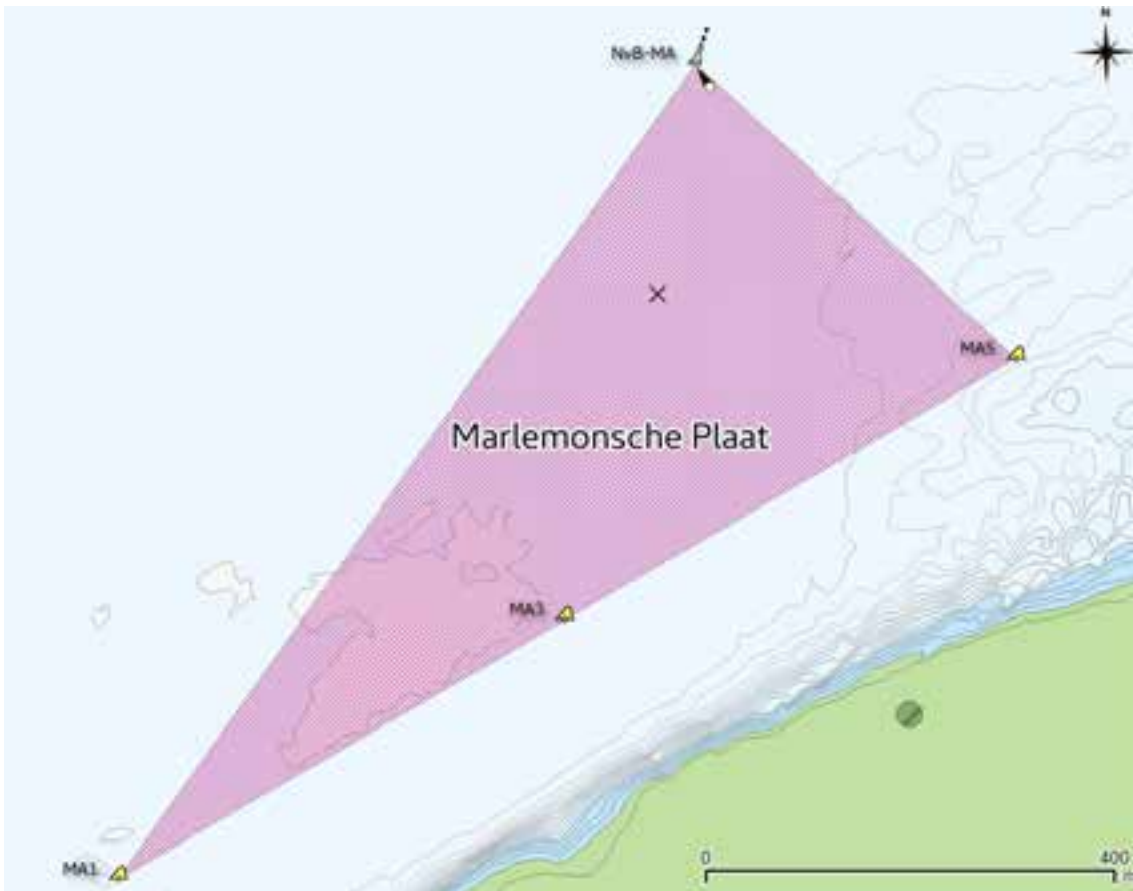
- Over the buoys: ZE 5 - PvT/ZE
- Over the buoys: PvT/ZE - F22
- Over the buoys: F 22 - F20a
- Over the buoys: F 20a - ZE 5



2.1.10. Anchor area Marlemon

This area is bordered by the lines:

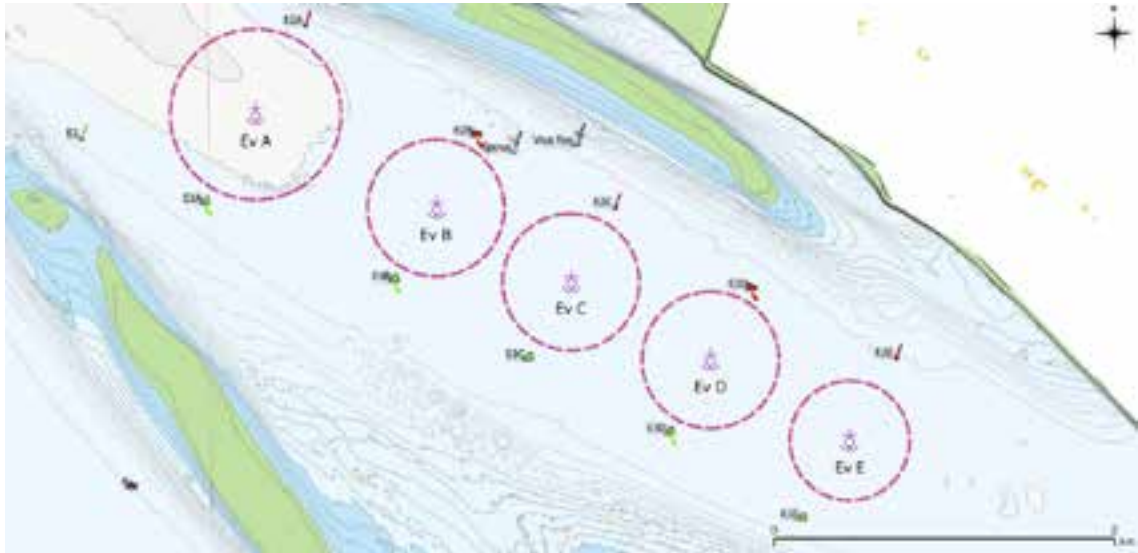
- over the buoys: MA1 - NVB-MA
- over the buoys: NVB-MA - MA5
- over the buoys: MA5 - MA3 - MA1



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

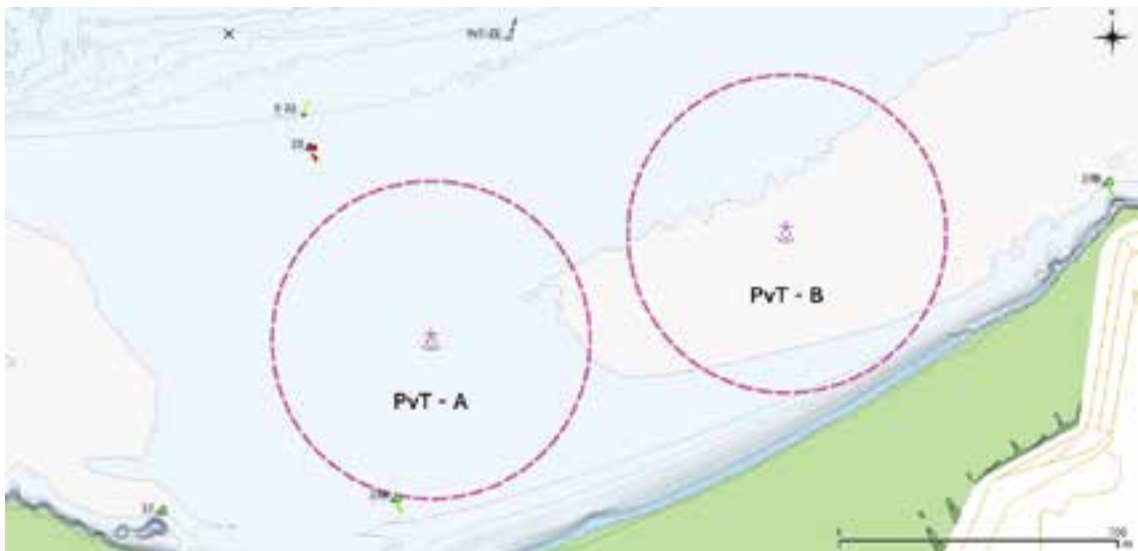
2.2.1. Anchor positions In the Everingen:

Everingen A:	51°24,172'N	003°44,239'E	with a radius of 500 metres.
Everingen B:	51°23,870'N	003°45,150'E	with a radius of 400 metres.
Everingen C:	51°23,630'N	003°45,830'E	with a radius of 400 metres.
Everingen D:	51°23,380'N	003°46,530'E	with a radius of 400 metres.
Everingen E:	51°23,120'N	003°47,230'E	with a radius of 350 metres.



2.2.2. Anchor positions In the Put van Terneuzen:

Put van Terneuzen A:	51°20,630'N	003°51,030'E	with a radius of 400 metres.
Put van Terneuzen B:	51°20,770'N	003°51,800'E	with a radius of 400 metres.



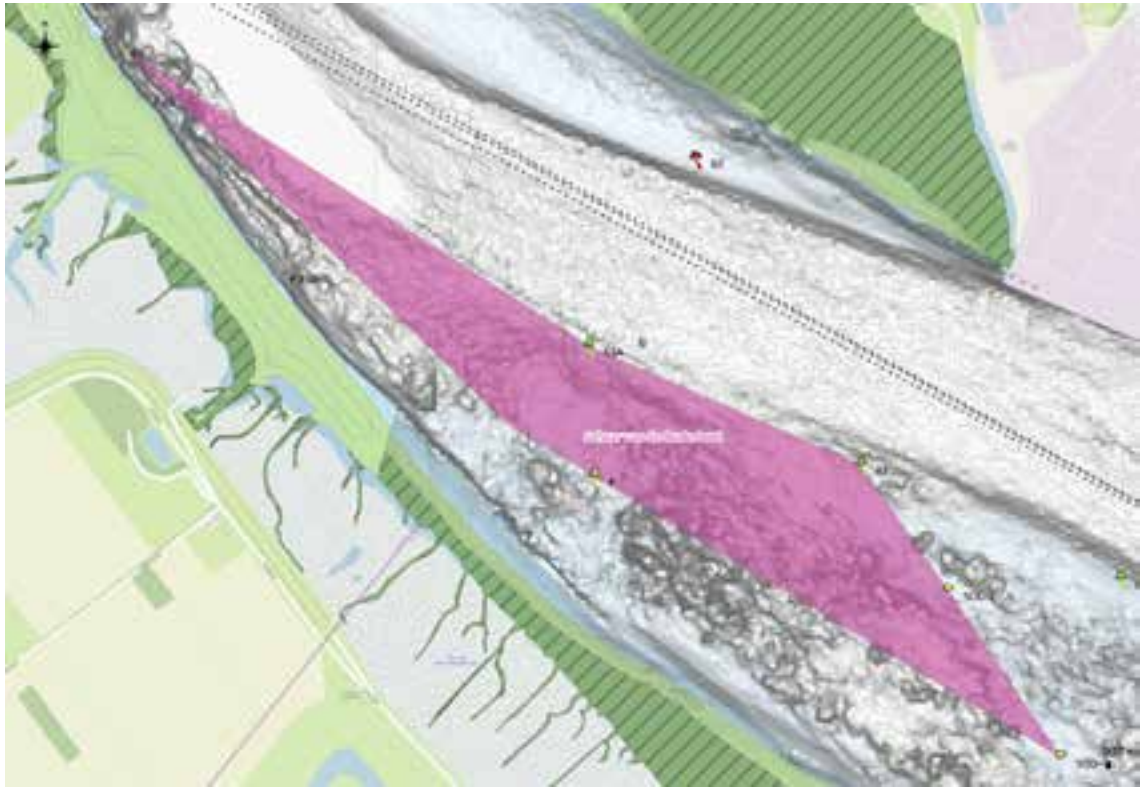
2.3. Rules for occupying the anchor areas mentioned in 2.1 and 2.2

- 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 Announcement "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 Annex 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 Annex 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 Annex 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 Common Nautical Authority.
- 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-Saeftinge 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.



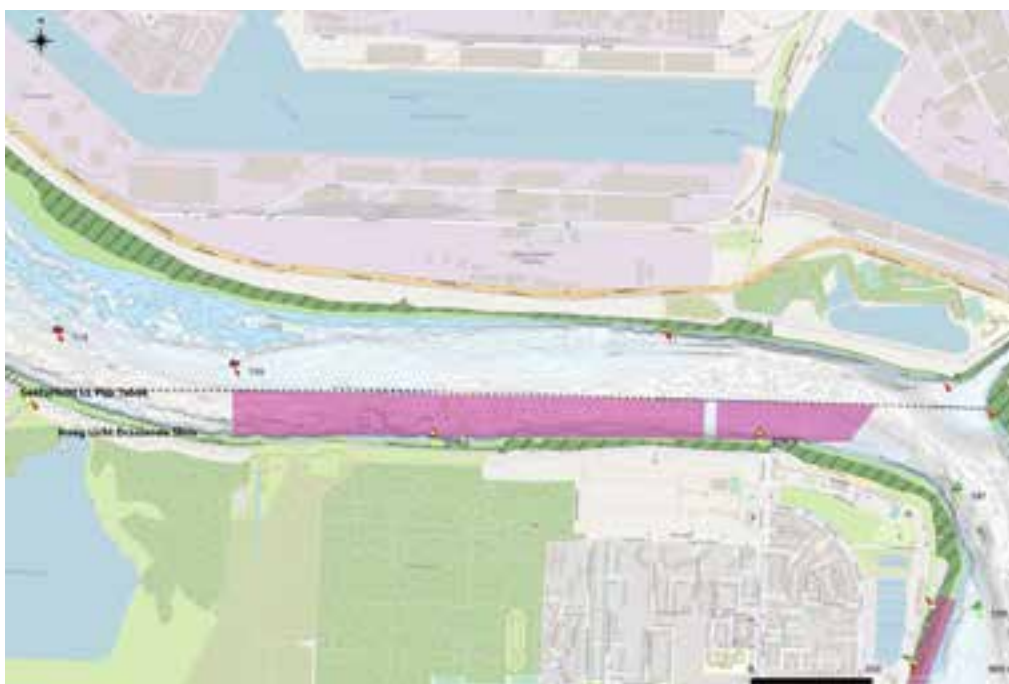
- b) below the left bank, south of the line of lights of Liefkenshoek
- i. South of the line of lights of Liefkenshoek and Kruisschans, upward of Halterman jetty (Monument Chemical) up to the buoy 97. The line of lights of Liefkenshoek (283°) and the line of lights of Kruisschans (112°) provide guidance here.
 - ii. 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 Royerssluis. A sinker runs diagonally across the anchorage area, marked by an anchoring prohibition sign (pipeline) that is illuminated at night.

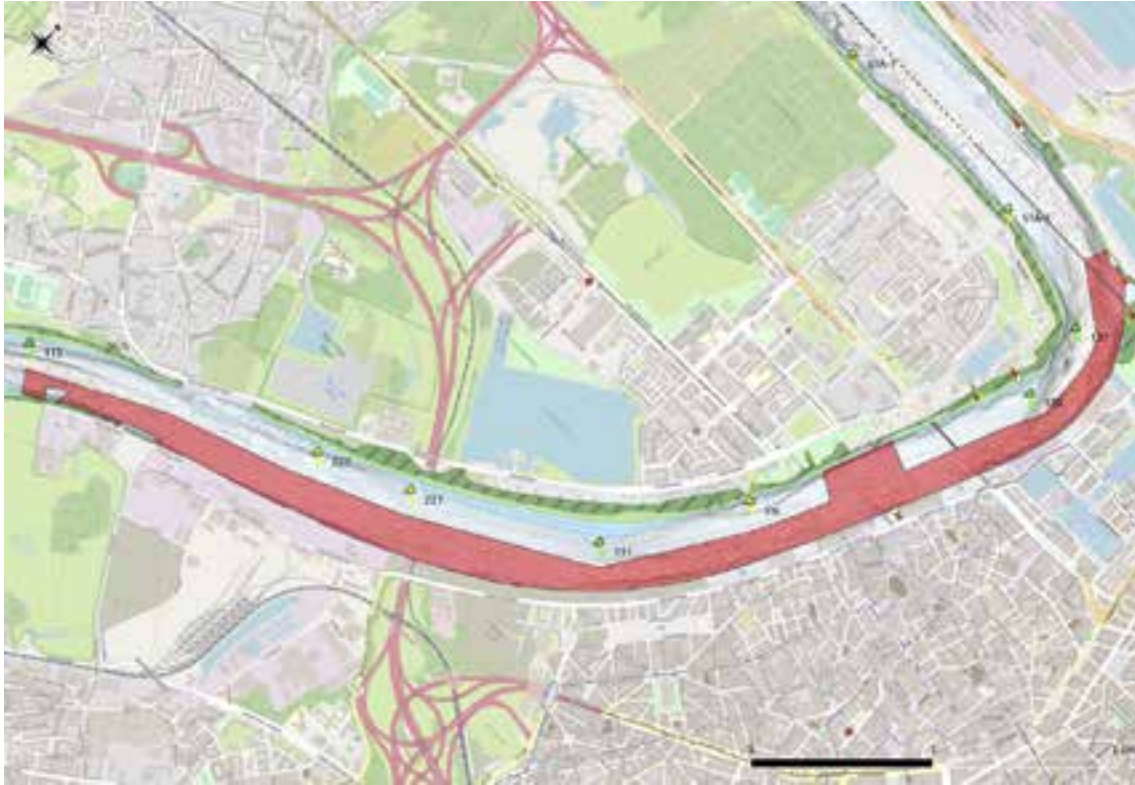


e) below the left bank "Rede van Antwerpen"

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 200m 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.

3.2.2. 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.

This notification enters into force on 15 April 2019 and shall be published in the Official Gazettes of the Netherlands and Belgium.

Upon that entry into force, the NtM 2019-01/14C (GNA joint notification 02-2013) is cancelled.

Source: GNA: Bass 042-2019 – Joint Notification 01-2019

1/27 WESTERN SCHELDT - OOSTGAT-SARDIJNGEUL: ADJUSTMENT OF SAILING BEHAVIOUR

NtM 2020-1/28 cancelled

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

Then the following rules are established:

Article 1

1. As a part of the requirement of '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 metres to pass each other in the Sardijngeul;
4. Seagoing vessels with an overall length equal to or over 80 metres must avoid that they pass or cross each other in the Sardijngeul. This with observance of Section 6, sub 4 of the Shipping Regulations Western Scheldt 1990;
5. Seagoing vessels must, as long as it is safe and feasible, maintain a largest distance as possible to the Badstrand (bathing beach) in front of the Boulevard van Vlissingen;
6. In his decision to sail 'west round' or not, the traffic participant must include as arguments including among others the relation between the dimensions of the vessel, the width of the navigation channel and the available water depth.

Source: GNA: Bass 058-2011 - GB 06-2011

1/28 BENEDEN- EN BOVEN-ZEESCHELDE: PERMISSION TO MOOR

NtM 2020-1/29 cancelled

It should be noted that the majority of the piers/quays on the Beneden- en 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	Unloading jetty (Blue Gate Antwerpen)
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 (right on the Royers lock), 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 metres
 - 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)

1/29 VESSEL TRAFFIC SERVICES (VTS)-SCHELDT AREA: MARIPHONE (WORK) PROCEDURES AND FLYER (MFBI)

(Version 5.5 - September 2020)

NtM 2020-1/30 cancelled

These mariphone (work) procedures are the guide for the traffic participants, for the traffic controllers and the pilots as participants to the traffic within the VTS for the River Scheldt Area, in order to clarify the use of mariphone procedures for safe and efficient shipping.

By applying the procedures correctly, other traffic participants will follow suit, which will improve safety.

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

This procedure must be read together with the flyer VHF Sectors in VTS Scheldt Area.

VHF sectors in VTS Scheldt Area

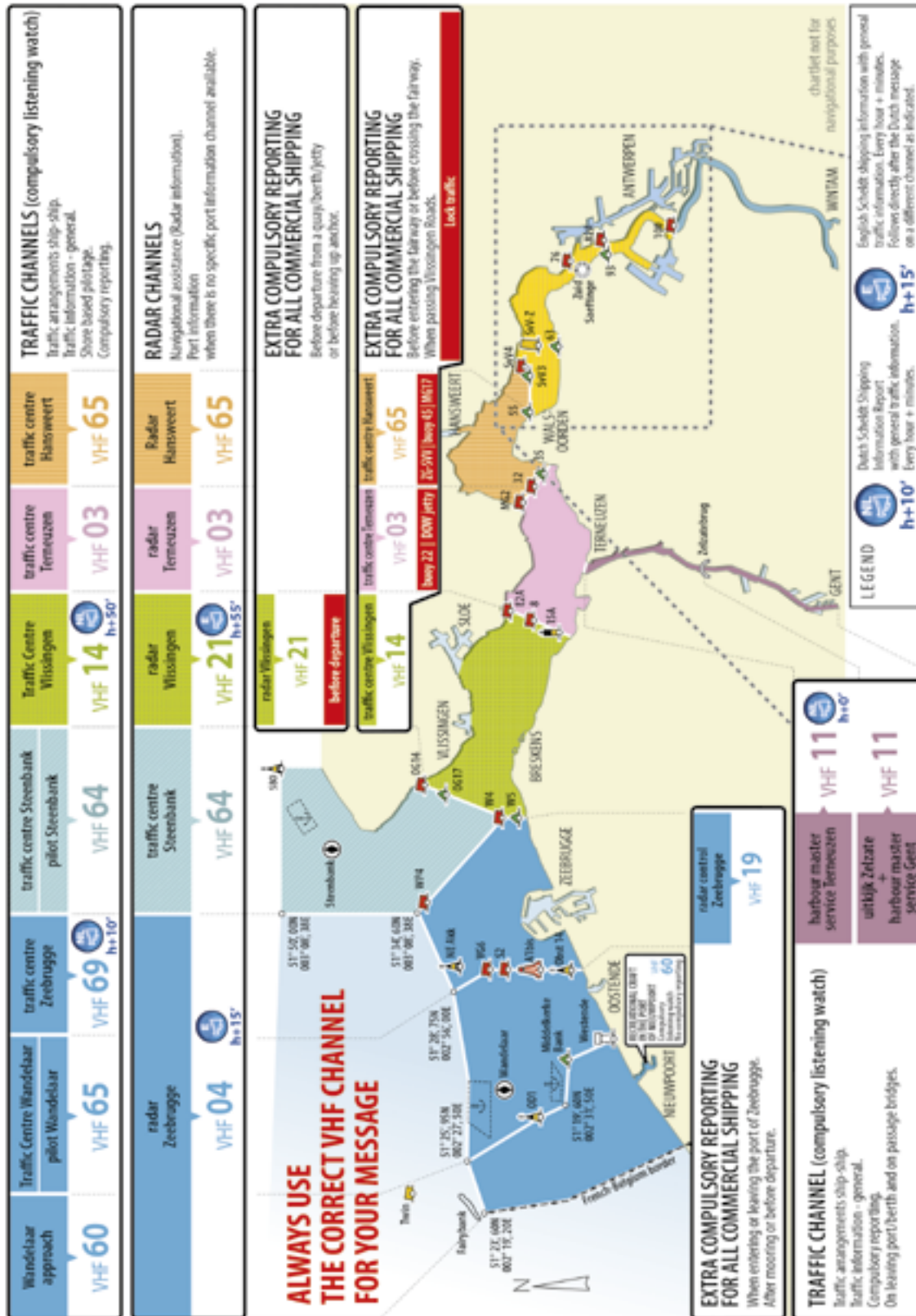
Clear communication on every channel



The Bilateral Nautical Management is a razed cooperation between the Flemish and Dutch government and is responsible for the safe and efficient shipping in the Scheldt area.

VERSION 5.5
September 2020

COMPULSORY REPORTING AND LISTENING WATCH for ALL COMMERCIAL SHIPPING on the TRAFFIC CHANNELS	COMPULSORY LISTENING WATCH for RECREATIONAL CRAFT EQUIPPED WITH VHF on the TRAFFIC CHANNELS
REPORTING FOR COMMERCIAL SHIPPING IN THE VTS SCHELDT AREA Inbound from sea: Depending on direction of approach, report 1/2 hour before arrival in the VTS area on the traffic channel belonging to the first sector you enter. Message: name of the vessel position draught destination ETA pilot station Departing from a port, berth, jetty or anchorage in the VTS area: Report on the traffic channel appropriate for the area (unless otherwise indicated in this brochure) before entering the fairway. Message: name of the vessel position draught planned route destination for barges carrying one or more blue cones: the number of cones	Passage boundary sector: Always report to the next sector, always on the traffic channel. A departure report to the previous sector is not required. Message: name of the vessel position planned route (where different routes are possible)
ATTENTION The compulsory language is Dutch or English. Make clear traffic arrangements directly with the other traffic participants. Always call another ship by the name of the vessel or by position and/or direction.	



Differentiate between:

- VHF channel 12
 - TRAFFIC CHANNEL
 - VHF channel 85
 - PORT OPERATIONS CHANNEL
 - VHF channel 81
- channel for non-nautical information between barges
- TERMINAL CHANNEL BARGES

EXTRA REPORTING FOR SEAGOING VESSELS

(= before leaving or at terminal) on VHF channel 85.

Message:

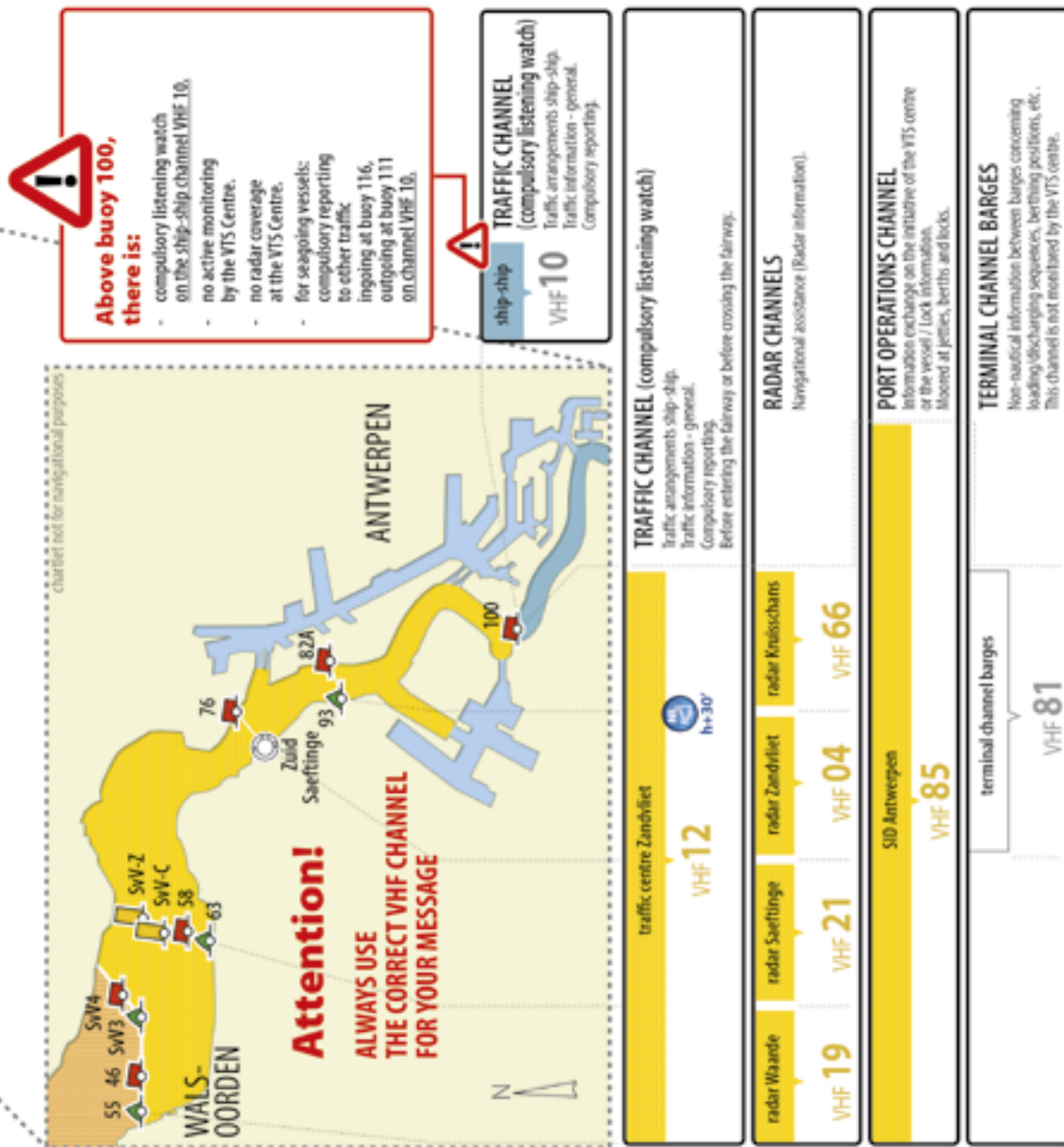
name of the vessel
position
draught
destination
relevant manoeuvres

Inbound to Antwerpen:

at Buoy 35 on VHF channel 85
at Buoy 65 on VHF channel 12
Zuid Saeflinge on VHF channel 12

Message:

name of the vessel
position



1. Introduction

1.1 Users philosophy

- Vessel Traffic Service for the River Scheldt Area (VTS-SG) is an entity of separate services. Its main task is to supply one service to shipping, namely: to enhance safety and optimize efficiency of shipping traffic and the protection of the environment.
- Within the VTS-SG area all commercial traffic has a duty to report.
- All pleasure craft have a duty to maintain a continuous listening watch if there is a VHF set onboard. This entails keeping a listening watch on the appropriate frequencies as described in the MFBI brochure. Pleasure craft having a VHF set onboard must be able to be contacted by shipping traffic, but do not have to report as in the MFBI brochure, only upon request of shipping traffic or the VTS-SG Traffic Centre. Pleasure craft may use the services of VTS-SG under the same conditions as commercial traffic, but this should be explicitly requested.
- Commercial traffic are required to maintain a continuous listening watch on the appropriate local frequency.
- Self-Regulating: Self-Regulating, among other things, means that vessels may contact each other directly (without interference of a Traffic Centre) to make traffic arrangements. The Traffic Centre will monitor the feasibility and correct execution of arrangements at all times and intervene if necessary.
- Pro-active: The Traffic Controller contributes to a safe and smooth passage by actively monitoring the traffic flow. As and when the Traffic Controller anticipates bottlenecks or dangerous situations, he/she actively intervenes as to avoid any problems. Thereby the Traffic Controller uses his authority to issue a warning, information, advice or a traffic instruction¹. The Traffic Controller does not only do so upon request, but explicitly on his own initiative.
- The limits of a sector area are determined by the character of the area and by the shipping traffic, in order to enable anticipation.
- A radar frequency has an overflow function besides the traffic frequency but a listening watch on the traffic frequency will remain compulsory at all times. This means that an overflow frequency may be used to relieve the traffic frequency e.g. for supplying radar information or for other longwinded conversations.
- Without prejudice to the competence of the Flemish and Dutch Authorities with reference to the safe and smooth handling of the shipping traffic, the ultimate responsibility for the navigation will always remain with the Ship's Master/traffic participant.
- All traffic participants and VTS operators in the VTS-SG are required to adhere to the prescribed VHF procedures.

1.2 Operating Area

The operating area of the "VHF-procedures VTS" applies to the area as indicated in the MFBI brochure.

¹ Traffic Instructions may only be given by the Competent Authority (GNA). When the situation this allows than will the (Chief) Traffic Controller always consult the Competent Authority (GNA). Only in case of imminent danger may the (Chief) Traffic Controller emit a Traffic Instruction with immediate feedback to the Competent Authority (GNA).

2. Definitions

2.1 VESSEL TRAFFIC SYSTEM

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

2.1.1 Information Service (INS)

“An Information Service is a service to ensure that essential information becomes available in time for on-board navigational decision-making and to monitor its effects.”

Geographical, hydrological and administrative information in relation to the shipping route.

2.1.2 Navigational Assistance Service (NAS)

“A Navigational Assistance Service is a service to assist on-board navigational decision making.”

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

2.1.3 Traffic Organizational Service (TOS)

“A Traffic Organizational Service is a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area.”

Information which is important to the nautical sequence of dispatch, including admission and acceptance policies, i.e. information relating to tidal windows, slots, availability of pilots, lock planning, etc.

2.2 Traffic Arrangements

These are mutual arrangements between traffic participants to clarify uncertain situations and/or to prevent imminent danger.

Traffic arrangements must be made directly between traffic participants and not via a Traffic Centre.

2.3 General Traffic Information

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

2.4 Traffic Instruction

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

2.5 Pilot's advice under the terms of Shore Based Pilotage

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

2.6 Mandatory Reports

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

2.7 Port Information

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

2.8 Traffic Participant

A participant who has the actual control of a vessel.

2.9 Message Markers

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

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

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

Categories of Message Markers:

2.9.1 Information

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

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

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

2.9.2 Warning

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

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

Example: "WARNING. Obstruction in fairway."

2.9.3 Advice

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

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

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

2.9.4 Instruction

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

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

Example: "INSTRUCTION. Do not cross the fairway"

2.9.5 Question

This indicates that the following message is of interrogative character.

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

Example: "QUESTION. (What is) your maximum draft?"

2.9.6 Answer

This indicates that the following message is the reply to a previous question.

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

Example: "ANSWER. My maximum draft is one hundred and thirty two (one three two) decimetres."

2.9.7 Request

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

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

Example: "REQUEST. I need two tugs."

2.9.8 Intention

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

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

Example: "INTENTION. I will reduce speed."

3. VHF frequencies

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

3.1 Traffic Frequencies

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

3.2 Radar Frequencies

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

3.3 Contingency frequency

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

- contingency traffic

3.4 Port Operations

- information about berths, locks, waiting quays, anchorages, ...

3.5 Other frequencies

- pilot frequencies
- port frequency
- terminal frequency for Inland Barges
- frequencies for locks/bridges

4. VHF sector layout in VTS-SG

4.1 Traffic area Wandelaar

4.1.1 SECTOR WANDELAAR APPROACH and WANDELAAR

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

4.1.1.2 Coverage

Wandelaar Approach: Belgian-French border from the Flemish coast 51°23,60'N 002°19,20'E/51°25,95'N 002°27,50'E across OD1 buoy, 51°19,60'N 002°31,50'E, Middelkerke Bank buoy to Westende Water Tower on the coast.

Wandelaar from the Westende Water Tower on the Flemish coast, across Middelkerke Bank buoy, 51°19,60'N 002°31,50'E, OD1 buoy to 51°25,95'N 002°27,50'E/51°28,75'N 002°56,00'E via buoy S2 to Obst 14 to the coast.

4.1.1.3 Functions

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

4.1.2 RADAR ZEEBRUGGE

4.1.2.1	Call sign	
	RADAR ZEEBRUGGE	VHF 4

4.1.2.2 Coverage

Coast Belgian-French border to 51°23,60'N 002°19,20'E to 51°25,95'N 002°27,50'E to 51°28,75'N 002°56,00'E to 51°34,6N 003°08,38'E (via WP4 buoy), buoys W4, W5, follow coast across the breakwaters of Zeebrugge and Ostend to the Belgian-French border.

4.1.2.3 Functions

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

4.1.2.4 Channels for pilot services

- contact channel Pilotage: WANDELAAR PILOT VHF 65
- working channel pilots/SWATH communication channel wandelaar Pilot Vessel/Traffic Centre Zeebrugge VHF 6

4.1.2.5	Contingency channel	VHF 67
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4.2 Traffic Area Steenbank

4.2.1 SECTOR STEENBANK

4.2.1.1	Call sign	
	TRAFFIC CENTRE STEENBANK	VHF 64

4.2.1.2 Coverage

From the Walcheren coast via Domburg meridian (003°30,00'E) to SBO buoy, via parallel SBO to 51°50,00'N 003°08,38'E to 51°34,60'N 003°08,38'E (via WP4 buoy), buoys W4, OG17/OG14, to the Walcheren coast.

- 4.2.1.3 Functions
1. Traffic arrangements
 2. General traffic information
 3. Navigation assistance (radar information)
 4. Pilot information
 5. Traffic instructions
 6. Mandatory reports
- 4.2.1.4 Channels for pilot services
- contact channel pilots: STEENBANK PILOT VHF 64
 - working channel pilots/SWATH communication channel
pilot Steenbank VHF 79
- 4.2.1.5 Contingency channel VHF 67
- 4.3 Traffic Area Zeebrugge**
- 4.3.1 SECTOR ZEEBRUGGE**
- 4.3.1.1 Call sign
TRAFFIC CENTRE ZEEBRUGGE VHF 69
- 4.3.1.2 Coverage
51°28,75'N 002°56,00'E to 51°34,60'N 003°08,38'E to WP4 buoy, buoys W4, W5, follow coast across mole heads Zeebrugge, coastline, Obst 14, meridian across buoys A1bis, S2 and VG6.
- 4.3.1.3 Functions
1. Traffic arrangements
 2. General traffic information
 3. Pilot information
 4. Traffic instructions
 5. Mandatory reports
- 4.3.2 PORT AREA ZEEBRUGGE**
- 4.3.2.1 Call sign
RADAR CONTROL ZEEBRUGGE VHF 19
- 4.3.2.2 Functions
1. IVS function, arrival and departure reports
 2. Swath intake for vessels departing from Ostend, Nieuwpoort and Zeebrugge.
- 4.3.2.3 Channels for pilot services
- flemish Pilots (communication channel Wandelaar
pilot Vessel/Traffic Centre Zeebrugge VHF 6
- 4.3.2.4 Contingency channel VHF 67
- 4.4 Traffic Area Flushing (Vlissingen)**
- 4.4.1 SECTOR FLUSHING (VLISSINGEN)**
- 4.4.1.1 Call sign
TRAFFIC CENTRE FLUSHING (VLISSINGEN) VHF 14
- 4.4.1.2 Coverage
Buoy W5 via coast to connecting line of buoys 15A and E2A via coast across mole heads of Sloehaven, outer harbour and Michiel de Ruyter harbour to a line connecting buoys OG14, W4, W5 as far as coast.

4.4.1.3 Functions

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

4.4.2 RADAR FLUSHING (VLISSINGEN)

4.4.2.1 Call sign

RADAR FLUSHING (VLISSINGEN)

VHF 21

4.4.2.2 Coverage

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

4.4.2.3 Functions

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

4.4.2.4 Channels for pilot services

- co-ordination Flushing Roads Tenders

VHF 40

4.4.2.5 Contingency channel

VHF 67

4.5 Traffic Area Terneuzen

4.5.1 SECTOR TERNEUZEN/RADAR TERNEUZEN

4.5.1.1 Call sign

TRAFFIC CENTRE TERNEUZEN/RADAR TERNEUZEN

VHF 03

4.5.1.2 Coverage

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

4.5.1.3 Functions

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

4.6 Traffic Area Hansweert

4.6.1 SECTOR HANSWEERT/RADAR HANSWEERT

4.6.1.1 Call sign

TRAFFIC CENTRE HANSWEERT/RADAR HANSWEERT

VHF 65

4.6.1.2 Coverage

The connecting line of buoys 35/32/MG 2 to Hoek van Baarland along the river banks, Hansweert Outer Harbour included, as far as connecting line of buoys SvV4/SvV3, to the connecting line of buoys 46/55, along this line to the coast, along the river banks to buoys 35.

4.6.1.3	Functions	
	1. Traffic arrangements	
	2. General traffic information	
	3. Navigation assistance (radar information)	
	4. Traffic instructions	
	5. Mandatory reports	
	6. Port and lock information	
4.6.1.4	Contingency channel	VHF 67
4.7	Traffic Area Antwerp	
4.7.1	SECTOR ANTWERP	
4.7.1.1	Call sign TRAFFIC CENTRE ZANDVLIET	VHF 12
4.7.1.2	Coverage The connecting line of buoys 55/46, to a connecting line of buoys SvV3/SvV4, along this line to the coast until buoy 100.	
4.7.1.3	Functions	
	1. Traffic arrangements	
	2. General traffic information	
	3. Traffic instructions	
	4. Mandatory reports	
4.7.2	Port Operations	
4.7.2.1	Call sign SID ANTWERPEN	VHF 85
4.7.2.2	Coverage From connecting line buoys 32/35 to Wintam Lock.	
4.7.2.3	Functions	
	1. Information exchange, on ships initiative as well on VTS Centre initiative	
	2. Lock information	
4.7.2.4	Other channels Terminal channel for inland navigation	VHF 81
4.7.3	RADAR WAARDE	
4.7.3.1	Call sign RADAR WAARDE	VHF 19
4.7.3.2	Area description Connecting line buoys 55/46, to buoys SvV3/SvV4, to buoys SvV-Z/SvV-C, to buoys 58/63.	
4.7.3.3	Functions Navigation assistance (radar information)	
4.7.4	RADAR SAEFTINGE	
4.7.4.1	Call sign RADAR SAEFTINGE	VHF 21
4.7.4.2	Area description Connecting line buoys 63/58, to buoys SvV-C/SvV-Z, to South Saefting Beacon/buoy 76.	

4.7.4.3	Functions Navigation assistance (radar information)	
4.7.5	RADAR ZANDVLIET	
4.7.5.1	Call sign RADAR ZANDVLIET	VHF 04
4.7.5.2	Area description South Saeftinge beacon/76 to buoys 93/82A.	
4.7.5.3	Functions Navigation assistance (radar information)	
4.7.6	RADAR KRUISSCHANS	
4.7.6.1	Call sign RADAR KRUISSCHANS	VHF 66
4.7.6.2	Area description Buoys 93/82A as far as buoy 100	
4.7.6.3	Functions Navigation assistance (radar information)	
4.7.7	CONTINGENCY CHANNEL Traffic Area Antwerp	VHF 67
4.8	AREA UPSTREAM of buoy nr.100	
4.8.1	Call sign None	VHF 10
4.8.2	Functions 1. Traffic arrangements between vessels 2. Mandatory reports	
	Comment: No radar coverage, no traffic information	
4.9	Traffic area Ghent - Terneuzen Canal	
4.9.1	SECTOR GHENT - TERNEUZEN	
4.9.1.1	Call sign HARBOUR SERVICE TERNEUZEN (for Dutch part) HARBOUR SERVICE GHENT/LOOKOUT ZELZATE (Flemish part)	VHF 11 VHF 11
4.9.1.2	Area description The Ghent-Terneuzen Canal and adjacent area.	
4.9.1.3	Functions 1. Traffic arrangements 2. General traffic information 3. Traffic instructions 4. Mandatory reports 5. Lock information	
4.9.1.4	Contingency channel	VHF 67

5. Mandatory reports for commercial traffic

5.1 Inbound from Sea, entering Roads/River

LOCATION	MESSAGE	TO	VHF	PARTICULARS
½ hour before Scheldt VTS Area limits	Ship's name + position + draft + destination + ETA pilot station	WNA TCS TCW/TCZ	60 64 65/69	Instruction speed, if compulsory pilotage, report 3' from Steenbank Racon
WANDELAAR PILOT STATION OPERATES ON VHF 65 STEENBANK PILOT STATION OPERATES ON VHF 64				
Steenbank	Route "Westrond" (via Westpit - VG/NEAK buoy)	TCS	64	
SBZ	Ship's name + position +	TCS	64	Inbound from Steenbank
SWA	ETA Flushing Roads	TCW	65	Inbound from Wandelaar
A1 bis/S2/VG6/NE-Akkaert /WP4	Ship's name + position+ ETA FR if not yet report	TCZ	69	Wielingen/Scheur/ Zeebrugge Inbound Steenbank via "Westrond"
OG17/ W5	Ship's name + position of pilot's changeover	CVL	14	
Flushing Roads	Ship's name + ETA destination + route	CVL	14	
15A/E2A	Ship's name + position	CTN	03	Enter Traffic Area
35/MG 2	Ship's name + position	CHW	65	Enter Traffic Area
35	Ship's name + position	SID Antwerpen	85	Seagoing traffic bound for Antwerp Kruisschans, Lock planning
55	Ship's name + position	CZV	12	Enter Traffic Area
65	Ship's name + position	CZV	12	
Seagoing ships only				
Zuid-Saeftinge	Ship's name + position	CZV	12	
Seagoing ships only				
116	Ship's name + position		10	All traffic

5.2 Leaving river/roads, outbound to sea

LOCATION	MESSAGE	TO	VHF	PARTICULARS
Place of departure Boven-Schelde above buoy 100	Ship's name + position + draft + destination	SID Antwerp	85	General info/lock info. Only seagoing traffic must report prior to departure
Place of departure above buoy 100	Ship's name + position + intention	To all shipping traffic	10	On departure
111	Ship's name + position	To all ships	10	For seagoing traffic
100, before leaving lock or before letting go last line at terminal or jetty	Ship's name + destination	CZV	12	Identification Entry Traffic Area
South Saeftinge	Ship's name + ETA Flushing Roads	SID Antwerp	85	
46	Ship's name + position	CHW	65	Entry Traffic Area
32	Ship's name + position + route	CTN	03	Entry Traffic Area
8/E2A	Ship's name + position + information pilot's changeover	CVL	14	Entry Traffic Area
Flushing Roads	Ship's name + position +route + ETA Pilot Station	CVL	14	After Pilot's changeover
OG14/WP4	Ship's name + position + heading after pilot has disembarked	TCS	64	Entry Traffic Area
W4	Ship's name + position + route +ETA Pilot station + info Swath operable	TCZ	69	Entry Traffic Area
VG6 S2 / A1 Bis	Ship's name + position + route (if N-out)	Westpost	65	Confirmation yawl/swath TCW confirmed listening
OD1	Ship's name + position	WNA	60	

5.3 Participating in a traffic flow

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

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

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

5.4 Leaving traffic flow

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

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

5.5 Inward Bound for Ghent - Terneuzen

LOCATION	MESSAGE	TO	VHF	PARTICULARS
Terneuzen Locks	Ship's name + position + draft	HDTN	11	
Sluiskil Bridge	Ship's name + position	HDTN	11	
Driekwart	Ship's name + position	HDTN	11	
Sas van Gent Bridge	Ship's name + position	UKZ	11	
Dutch Ports	Ship's name + position + draft + destination	HDTN	11	After mooring Before departure
Zelzate Lookout	Ship's name + position	HDGE	11	
Siffer dock	Ship's name + position	HDGE	11	
Belgian Ports	Ship's name + position	HDGE	11	
After mooring	Ship's name + position	UKZ	11	Sign off IVS -SRK

5.6 Outward bound from Ghent - Terneuzen

LOCATION	MESSAGE	TO	VHF	PARTICULARS
Flemish Ports	Ship's name + position + draft + destination	HDGE	11	
Shortly before letting go in Dutch Ports	Ship's name + position + draft + destination	UKZ	11	Sign in to IVS-SRK
Sidmar South	Ship's name + position	UKZ	11	
Zelzate Lookout	Ship's name + position	HDTN	11	
Sas van Gent Bridge	Ship's name + position	HDTN	11	
Shortly before letting go in Dutch Ports	Ship's name + position + draft + destination	HDTN	11	
Driekwart	Ship's name + position	HDTN	11	
Sluiskil Bbridge	Ship's name + position	HDTN	11	
Terneuzen Locks	Ship's name + position + draft	HDTN	11	

6. River Scheldt shipping broadcasts (SSB)

6.1 Principles

The intention of the SSB is to supply information of a general nature to traffic participants. The contents of the SSB are:

- Heights of tides and expected deviations at various points in the area
- Wind direction and speed at the Traffic Centre, storm signals and local wind forecast
- Visibility reports if relevant
- Shipping traffic, unusual circumstances as well as important operations or construction works
- Important deviations of fairway marks
- Depending on Traffic Centre: Pilot information such as side of pilot ladder, storm pilotage, ...
- Only for Traffic Centre Zeebrugge: Traffic image in working area for ships with a draft ≥ 140 dm or ships which cannot maneuver due their tideslot (GNA)(sailing during the last half hour of their tideslot with a mean speed of 14 knots).

6.2 Coverage, VHF channels and times

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

6.2.1 TRAFFIC CENTRE ZEEBRUGGE

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

6.2.2 TRAFFIC CENTRE FLUSHING

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

6.2.3 TRAFFIC CENTRE ZANDVLIET

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

6.2.4 TRAFFIC CENTRE TERNEUZEN

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

7. VHF users philosophy in VTS-Scheldt area

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

7.1 Speech discipline for users of VTS-Scheldt Area

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

Marine Communication Phrases. In an emergency one may deviate.

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

7.2 Information Service

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

7.3 Navigation Assistance Service

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

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

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

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

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

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

7.4 Definitions when giving radar information

- The Traffic Controller ascertains the correct position of the ship to be informed (so called positive identification).
- Traffic participants must timely indicate that they wish to deviate from their route. Traffic Controllers must react immediately if this is spotted, without having received a report from the Ship.
- Traffic Controllers perform actively (non-passive) in traffic situations to support traffic participants.
- With radar information, a summary is given of the current traffic image, eventually complemented with calculated, expected situations such as meetings and passings, etc. in (passing) distance and time.
- The position of a moving ship is given by the location of the bow in relation to a point ahead in the fairway, or in bearing and distance. For an immobile ship it is the centre of the track or radar echo as the case may be.
- Passing distance is the distance between the facing sides of the ship involved and the other ship or obstacle, as is at the moment of passing, provided the ground course will be maintained.
- The ground course of a ship is the direction of movement across the ground in relation to True North.
- The distance between two ships is the shortest distance measured. For meeting Ships, it is the distance bow-bow and for overtaking ships, it is the distance between bow and stern.
- The distance abeam of a buoy, beacon or obstacle is the distance at right angles with the direction of the fairway, between the bow of a moving ship to an object.

- The distance to a navigation mark is the shortest distance to this navigation mark (see 5th bullet above).
- The terms inbound/outbound are used East of Schone Waardin.
- In approaches and roads, the terms ingoing/ outgoing are used.
- To indicate a position before or past a certain point, the terms upstream (above) or downstream (below) may be used.
- If the Traffic Controller is required to give information in a part of the area with no radar cover or visual sight, then he will make this known to the traffic participant requiring the information.
- Position information will be given with regard to well-known reference points. These points are conspicuous, familiar and can be found on the chart.
- Traffic arrangements between ships, such as passing or overtaking, contravening the current regulations, etc. are made between ships themselves. Usually when passing, reference is made to the colour of the side lights, for instance passing green to green, and while overtaking with reference to the side:
I will overtake you on your port side/starboard side.
- A bearing between two known points is the horizontal angle between True North and the point of bearing. The digits are individually spoken, one by one.
- Distances are given in tenths of kilometres (metres) or nautical miles (or cables). If confusion may arise, digits are spoken separately, f.i. 50 or 15.
- Names of buoys and marks etc. should not be translated and must be spoken as they are marked in the chart, W6 is Whisky 6.
- The transit of buoys means that two consecutive buoys marking a bend in a fairway, are coming in one line with regard to the bow of the Ship.
- Position reports may be given in any of two ways, namely the longitudinal/transversal method or bearing and distance. These reports may be complemented with ground course and speed. Intervals between various reports depend on the traffic image, ships' speeds, meteorological circumstances, nautical critical points, etc.
- Position reports (longitudinal/transversal method). This is the point to where the ship has progressed in longitudinal direction in the fairway and the transverse distance, measured to the local usual reference line (line of buoys, leading line, the shore, etc.). The transversal distance may also be expressed as 1/3 red, 1/3 green or mid-fairway. If the distance is less than 1/3 of the fairway, the distance should be expressed in metres from the line of buoys. Measuring always refers to the starboard side of the ship. If this is not possible because of no reference, this should explicitly be reported.
- Position reports (bearing and distance method). This is in regard to the bow of the assisted Ship to a known point. Here ground course and speed may also be given. Should the ship proceed parallel to the reference line, or deviate from, or approach the reference line, this must be reported.
- Upon request, position reports may be given when anchoring. It must be agreed with regard to which point or to which intended anchor position may be indicated. This could be an anchor position as indicated in the chart, or a position chosen by the Master/Pilot. Information is given as bearing and distance (b/d) from the bow to this anchorage, including ground speed. As a norm for the frequency of reports, the following may be of help:
 - distance more than 1500 m.: b/d every 500 m.
 - distance 1500 - 500 m.: b/d every 200 m.
 - distance 500 to 200 m.: b/d every 100 m.
 - from 200 m.: b/d every 50 m.

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

8. Official language

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

8.1 All shipping

- The user of the fairway will be addressed and supported in one of the official languages (Dutch and/or English). Only to avoid an unwanted situation/ incident, another language may be used if one masters that language. The message must then immediately be repeated in Dutch and/or English, for other traffic participants to be able to understand what has been said.
- Should one discover that a traffic participant cannot be approached in one of the official languages (see 8.2.1 bullet 2), this should be passed on to the GNA.

8.2 Inland River Cruise Ships

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

8.2.1 Verification

- This verification should take place as follows:
Within the scope of Nautical Sequence, authorities in adjacent ports to VTS-SG are issuing similar instructions for the benefit of their operational staff. This should prevent that these Ships can enter the VTS-SG operational area, if the Skipper/Captain does not master one of the official languages.
- In addition to the above, as a double-check, the Traffic Centres of the VTS-SG will address inland river cruise ships (see 8.2) as follows:

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

If he answers positively, one can ask additional questions for further verification, either in Dutch or in English. For instance:

- what is the Ship's destination?
- will you be following the main fairway or the secondary fairway?
- are you familiar with the fairway?
- ...

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

8.2.2 Exception at certain Hydro/Meteo circumstances

If an inland river cruise ship states that she wishes to proceed without any passengers, the GNA may (through the Traffic Centre involved) issue an exemption to proceed with a visibility of 1000 metres or less and/or a significant wave height of 1,5 m.

Source: GNA Bass 128-2020; afdeling Scheepvaartbegeleiding

1/30 WESTERN SCHELDT: SPECIAL AND EXTRAORDINARY TRANSPORTS

NtM 2020-1/31 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 (VHF block layout), 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 ≤ 80m	1	1	May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a captain who has knowledge of the local area, and no other tugboats are prescribed.
loa between 80m and 125m Via Wandelaar	1	1	
loa between 80m and 125m Via Oostgat	2	1	For the route via Oostgat: 2nd tugboat must be fixed from/up to passage Westkapelle.
125m ≥ loa < 200m	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 ≥ 200m 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 ≥ 200m 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 ≤ 80m	1	1	May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a captain who has knowledge of the local area, and no other tugboats are prescribed.
loa between 80m and 150m	2	1	Tugboats must be suited to act as a port tugboat.
loa ≥ 150m up to 200m loa ≥ 200m	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 ≥ 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 ≤ 80m	2	1	May sail without a pilot when it concerns a tugboat that is suited to act as a port tugboat, with a captain who has knowledge of the local area, and no other tugboats are prescribed.
loa between 80m and 150m	2	1	Tugboats must be suited to act as a port tugboat.
loa ≥ 150m	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 metres 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 annex 1 to this Announcement. At least 72 hours before arriving at the control area of the Common Nautical Authority, 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, annex 2 "Checklist vooroverleg bijzondere/buitennormale transporten" (Checklist pre-consultation special/extraordinary transports) of this Announcement 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.

Article 5

Coming into effect.

These rules come into effect as from 1 December 2019 and will be published in the Dutch Government Gazette and the Belgian Government Gazette.

The NtM 2019-01/17A (Joint Announcement 02-2010) hereby expires.

Source: GNA: Gezamenlijke Bekendmaking 05-2019; MDK DAB Loodswezen

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).

ANNEX I

Bijlage 1 bij GB 05-2019

Checklist Transport



**Gemeenschappelijke
Nautische Autoriteit**

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

BIJZONDERHEDEN M.B.T. HET OBJECT			
Naam OBJECT:			
G.T.:		mt.	Hoogte:
Lengte:	m.		Ankermogelijkheden:
Breedte:	m.		Lading :
Diepgang V / A:	dm.		Aantal opvarenden:

INFORMATIE BETREFFENDE HET TRANSPORT	

ETA / ETD MELDING			
Datum:		Vertrekhaven:	
ETA/ETD:		Bestemmingshaven:	
Zetraject:	Wandelaar/Steenbank	Ligplaats:	

INFORMATIE M.B.T. DE SLEEPBOTEN				
	1	2	3	4
Naam:				
G.T.:	mt.	mt.	mt.	mt.
Lengte:	m.	m.	m.	m.
Breedte:	m.	m.	m.	m.
Nationaliteit:				
Roepletters:				
Diepgang:	dm.	dm.	dm.	dm.
Bollard pull:	ton	ton	ton	ton
Soort/type:				

Toelichting bij Checklist Transport

1-Kop van het bericht

- | | |
|----------------------|---|
| 1- Van: | Naam van de aanvrager invullen. |
| 2- Telnr. en Email.: | Telefoonnummer en emailadres van de aanvrager invullen. |
| 3- Datum en tijd: | Datum en tijd van verzending. |

2-Bijzonderheden m.b.t. het object

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

3-Informatie betreffende het transport

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

- Soort object, bv. ponton, tunnelsegment, dood schip, pijpleiding, schadeschip, etc.
- Alsook bij bv. pijpleiding doorsnede leiding, hoever deze onderwater ligt (bv. in mtr., $\frac{1}{2}$ of $\frac{3}{4}$ onderwater o.i.d.).
- Bij schadeschip welke schade, waar en de grootte v/d schade, situatieschets van de schade, etc.
- Bij ponton indien lading uitsteekt hoever deze uitsteekt en aan welke zijde, etc.
- Ook wanneer een sleep wordt overgenomen door een duwboot, of andere sleepers dit hier vermelden.
- Manier van slepen vermelden, meerdere sleeptransporten bij elkaar (bv. 2 pijpleidingen naast elkaar o.i.d.)
- Bijzonderheden verlichting object, etc.
- Indien een extra sleepboot wordt voorgeschreven op een bepaald punt (bijv.: passage, noordelijk/westelijke grens voorzorgsgebied) dan: naam en ETA van de extra sleepboot op het bepaalde punt vermelden. Indien deze gegevens nog niet bekend zijn dan dient men deze tijdig door te geven aan de Gemeenschappelijke Nautische Autoriteit.
- *Kortom alle bijzonderheden die belangrijk zijn voor de bevoegde instanties welke het transport moeten behandelen en/of toestemming omtrent het transport moeten geven.*

4-ETA/ETD melding

- | | |
|----------------------|--|
| 1- Datum en ETA/ETD: | Verwachte datum en tijd van aankomst/vertrek. |
| 2- Zeetraject: | Het te bevaren zeetraject (loodsstation) waarlangs men het transport in- c.q. uit wilt laten varen, hier aangeven (alleen voor transporten vertrekkend naar, of inkomend van zee. Doorhalen indien het transport alleen het binnentraject gaat bevaren). |
| 3- Vertrekhaven: | Altijd vermelden. |
| 4- Bestemmingshaven: | Altijd vermelden. |
| 5- Ligplaats: | Altijd vermelden. |

5-Informatie m.b.t. de sleepboten

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

Formulier e-mailen naar: gna-scc@vts-scheldt.net

ANNEX 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
	• 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
extra	• Towmaster gewenst voor dit project	Ja	Nee	Nvt
	Verdere info die van belang kan zijn;			

1/31 DESIGNATION OF OVERSIZED SEA VESSELS

NtM 2020-1/32 cancelled

Article 1. Standards oversized seagoing vessels in the management area of the Common Nautical Authority (GNA).

1. In the waterway Oostgat/Sardijngeul: an oversized seagoing vessel is a seagoing vessel with a length over all of 170 metres or more and/or a draught of 7,0 metres 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 metres and more and/or a draught of 10,0 metres 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 metres and more and/or a draught of 10,0 metres and more.
4. In the waterway Beneden-Zeeschelde, downstream the line running from the point 51°17,916'N 004°16,800'E (about the downward point of the Phenol jetty Doel (SPC N/Z)) to the point 51°18,194'N 004°17,039'E (about the downward point of the Lillo jetty), an oversized seagoing vessel is a seagoing vessel with a length over all of 210 metres and more and/or a draught of 10,0 metres and more.
5. In the waterway Beneden-Zeeschelde, upstream the line running from the point 51°17,916'N 004°16,800'E (about the downward point of the of the Phenol jetty Doel (SPC N/Z)) to the point 51°18,194'N 004°17,039'E (about the downward point of the Lillo jetty), an oversized seagoing vessel is a seagoing vessel with a length over all of 170 metres and more and/or a draught of 8,0 metres 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 metres and more and/or a draught of 10,0 metres and more and/or a width over all of 30 metres and more.

Article 2. Entry into force

These requirements come into force on 1 August 2019.

The NtM 2019-01/17B (Joint Notification 01/2002) is hereby cancelled.

Source: GNA Bass 082-2019 – GB 03-2019

1/32 ARRIVAL PROCEDURE & CHAIN OPERATION VTS-SCHELDT AREA

NtM 2020-1/33 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.

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

Considering the decree Pilot Order Regulation Scheldt Regulations.

The following procedure 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.

Hereby the Joint Announcement no. 001/2012 is cancelled

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

Explanation:

The type of proceeding describes how a vessel will proceed:

- Arrival type **ETA**; the vessel will proceed, and the pilot will come on board at the pilotage 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'.

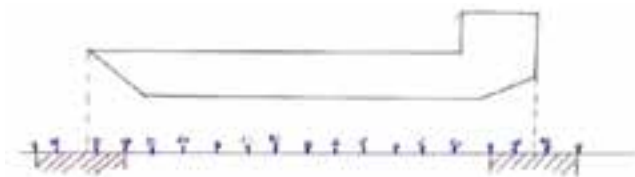
Source: GNA: Bass 117-2013 – GB 06-2013; MDK DAB Loodswezen

1/33 ARRIVAL AND DEPARTURE RULES TO AND FROM ANTWERP FOR SHIPS WITH A MARGINAL DRAUGHT OR LENGTH

NtM 2020-1/34 cancelled

General remarks:

- The Common Nautical Authority is abbreviated to GNA.
- Antwerp Port Company is abbreviated to HA.
- Western Scheldt Planner is abbreviated to WESP; this is a tool for calculating tidal windows.
- Requested Time of Arrival is abbreviated to RTA; Coordination Point Antwerp is abbreviated to CP.
- Passage through the Scheldt area by the reported vessels is subject to an Authorisation for Arrival or Departure, issued by the GNA. To this end, the form that can be downloaded from the website www.vts-scheldt.net must be filled in completely and sent to: GNA-SCC@vts-scheldt.net with vtsa.loods@mow.vlaanderen.be in CC.
- All draughts relate to the greatest/maximum depth and are expressed in decimetres. On the river stretch allowance is made for a density of 1000 kg/m³ and on the sea stretch allowance is made for a density of 1020 kg/m³.
- All ship lengths and ship beams are expressed in metres and relate to the overall length and the overall beam.
- For reasons of safety and/or according to the capacity of the ship channel, and/or based on the information provided by the APA in relation to problems with the available capacity of a lock and/or the availability of the berth, the GNA may impose conditions on the number of marginal/oversized ships arriving or departing simultaneously for each tide.
- Both for arrivals and for departures, the tidal windows are calculated via the route “Vaargeul 1” using WESP. We bring to your attention - perhaps unnecessarily - the fact that these tidal windows also take into account the possible restrictions due to the air draught of the ship in relation to the clearance height of the high-voltage cables on the stretch at Zandvliet.
- Container ships with a minimum keel clearance of 1 metre in the lock chamber may depart from the Zandvliet-Berendrecht complex and the Kieldrechtsluis at rising tide. In this connection, soundings are taken in the Berendrechtsluis, Zandvlietluis and Kieldrechtsluis at least four times a year and these are made available digitally via ENC charts.
- In the Deurganckdok, all ships with a length greater than 260 metres must moor “head-out”. On request, and in exceptional cases, the GNA may, in consultation with the HA, grant permission to derogate from this requirement. At the Noordzee and Europa Terminals, ships are preferably moored according to tide, taking into account any following destination there may be (shift to ET or BES/ZAS (Nzt) and Deurganckdok (ET and Nzt)).
- At the container terminals on the river, at the place where the ship moors, upon arrival and departure there may be no dock cranes within two mooring posts in front of and behind the bow and stern, respectively, of the ship.



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

I. SHIPS WITH A MARGINAL DRAUGHT

I.1. Arriving ships with a draught of 120 dm or more and as their destination the Rechteroever locks, or with a draught of 125 dm or more and as their destination the Linkeroever or the tide-restricted container terminals

These are covered by the general requirements and special requirements 1 to 7.

I.2. Departing ships with a draught of 120 dm or more and leaving from the Rechteroever locks, or with a draught of 125 dm or more and leaving from the Linkeroever or the tide-restricted container terminals

These are covered by the general requirements, and special requirements 6 to 11.

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

II.1. Ships with a length of between 300 and 340 metres and/or a beam equal to or greater than 45 metres:

These are covered by the general requirements, and special requirements 1 to 12 and requirement 16.

II.2. Container ships with a length of between 340 and 360 metres:

These ships are covered by the general requirements, and special requirements 1 to 16.

II.3. Container ships with a length of 360 metres or more and/or wider than 51 metres, of those types for which trial voyages were evaluated positively:

These ships are covered by the general requirements, and special requirements 1 to 14, 16, and additional conditions C.1 & C.2.

III. REQUIREMENTS

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

- a) At the start of the voyage, visibility must be at least 1,000 m on the whole route in question.
- b) For each arrival or departure, written permission must be requested from the GNA using the above-mentioned request form at least 6 hours prior to arrival at the Wandelaar or Steenbank pilot station, or 6 hours prior to departure from the berth.
- c) After consulting with, and obtaining the agreement of, the GNA, it is determined within which tidal window arrival or departure must take place, and this is then implemented by Antwerp Coordination Centre (ACC).
- d) Before the ship actually leaves its berth behind the lock, this is notified by the dock pilot to the Port Authority, indicating the draught. The draught must be checked for accuracy for the benefit of the GNA, and any deviations must be reported to the GNA.
- e) The pilots' advice regarding the use of tugs must be followed exactly.
- f) When issuing an authorisation for arrival or departure, for bulk carriers, tankers and ships of comparable manoeuvrability a manoeuvring speed as specified in points B 2 and B 9 is presumed, and for container ships the speeds as referred to in appendix §4 are taken into account. For other shipping, a speed of 12 knots through the water is taken into account. If a ship is unable to satisfy these conditions, additional preconditions may be imposed on the arrival or departure.
- g) Depending on the hydrological/meteorological conditions, circumstances relating to the ship, expected traffic intensity and circumstances relating to the waterway, additional conditions may be imposed by the GNA in consultation with the VBS-Nautical officer. The OMS weather forecast is used as a basis for the meteorological projections.
- h) The GNA may, after consulting with the VBS-Nautical officer, impose additional requirements to protect the interests involved. These requirements must be complied with immediately.
- i) Systematic departure, in relation to the tidal window, in two tides is not permitted.
- j) The minimum permitted tidal window is 60 minutes.

B) Special requirements

1. Maximum draught on arrival:
 - at the locks on the right bank is 155.6 dm;
 - at the Kieldrechtshuis is 154 dm for bulk carriers, tankers and ships of comparable manoeuvrability. Greater draughts are possible for container shipping;

2. For bulk carriers, tankers and ships of comparable manoeuvrability, a speed of 12 knots is presumed for both the river and sea stretches and the following arrival schedule is to be followed:
 - a) Draught less than 135 dm: these ships arrive, at both low and high tide, within their tidal window.
 - b) Draught of 135 dm up to and including 145 dm: these ships navigate according to the tidal window, with arrival at CP at the latest 1 hour after HW at Prosperpolder.
 - c) Draught greater than 145 dm:
 - a. With as their destination the Rechteroever locks, these ships navigate with arrival at CP at HW + 15 minutes at Prosperpolder.
 - b. With as their destination the Kieldrechtsluis, these ships navigate with arrival at the mouth of the Deurganckdok 40 minutes after HW Prosperpolder. After 6 voyages with these types of ship, this will be evaluated.
3. The order of arrival at CP, in accordance with the port planning of the HA, is partly determined by the imposed RTA CP and is translated into an arrival order and endorsed by the GNA as soon as possible, preferably before piloting, taking into account the total traffic image within the GNB area.
4. The ship is handled by the roads service as a priority.
5. The arriving ship must begin its voyage at the start of its tidal window. This means that the ship left the pilot station at least 60 minutes before the end of its tidal window.
6. After consulting with the VBS-Nautical officer and/or the service pilot and the GNA, the latest possible time of arrival at Flushing Roads is determined by the GNA.
7. The ship is preferably at the front of the lock, but at such a distance from the lock gates that the tugs have enough room to adequately assist the ship. As regards the right bank, ships with a beam of 43 metres or more should preferably be taken through the Berendrechtsluis.
8. The ship should preferably depart at the start of its tidal window and must be on course on the river at least 60 minutes before the end of its tidal window.
9. For departures from the Zandvliet/Berendrecht complex and the Kieldrechtsluis, the maximum draught is 145 dm. Greater draughts may be allowed for departures from the Kieldrechtsluis, provided the ship indicates the current manoeuvring speed on the river stretch and on the sea stretch for each individual authorisation. Greater draughts are permitted for container ships, provided:
 - a) The draught of 152 dm is not exceeded.
 - b) For each individual authorisation, such a ship must indicate the current manoeuvring speed through the water on the river stretch and on the sea stretch.

By way of derogation from paragraph 1 of point 9, for bulk carriers, tankers and ships of comparable manoeuvrability a maximum draught on departure of 140 dm applies. For these ships, a speed of 11 knots is presumed on the river stretch and a speed of 12 knots is presumed on the sea stretch. The GNA can allow derogations from the 140 dm draught for an individual authorisation if the ship guarantees in writing that it can comply with the required speeds.
10. After submitting a request, ships with a draught of between 120 dm and 135 dm are assigned an indicative tidal window by the GNA as quickly as possible.
11. The GNA will make a decision on the tidal window of a departing ship with a draught of 135 dm or more between 12 hours and 6 hours before departure from the berth.
However, the GNA will provide indicative tidal windows earlier at the request of the ship.
12. A second river pilot is mandatory for ships destined for and departing from the locks.
13. Two pilots are required on the river stretch, at least one of whom must be in the highest category
14. Instructions relating to shipping encounters:
 - a) On the sea stretch: there are no restrictions in terms of passing/crossing for arrivals and departures.
 - b) On the river stretch: for arrivals and departures, due to the dimensions of the ship in relation to the dimensions of the shipping channel, encounters with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
 - Ships covered by the requirements of Joint Notification 02-2009 (large gas carriers)
 - Special and exceptional transports
 - Oversized ships
15. In case of a wind force of more than 7 Bft at the Noordzee and Europa Terminals, locks or Deurganckdok, permission to arrive or depart will not be granted.
16. Journey planning for the ships referred to in paragraph II heading for the Noordzee Terminal:
 - a) For the Noordzee Terminal berth S 903 (with possible overlap onto S905), ships more than 300 metres in length may only moor/unmoor during high tide, until 1 hour after high water. It is not permitted to moor/unmoor from 1 hour after HW until LW.
 - b) For the other berths, ships may moor and depart at any time in accordance with their tidal window (if applicable).

C) Additional conditions for the arrival and departure of the ships referred to in II.3

The following additional conditions apply to the arrival and departure of the ships mentioned:

C.1. Overview of the additional conditions

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

Destination/departure Berendrechtsluis or Kieldrechtsluis:

Both when arriving at and departing from the locks: 5 Bft

Destination/departure tide-restricted container terminals:

Arrival: 6 Bft

Departure: 7 Bft

Maximum draught:

Destination/departure Berendrechtsluis:

Arrival: 155.6 dm.

Departure: 145 dm.

- a) If the Berendrechtsluis is at target depth.
- b) If the stretch from in the Berendrechtsluis to the pilotage station is at target depth.
- c) If, due to a large draught or other reasons, a ship must travel slower than the speeds referred to in §4 of the annex, this element will be included in the implementation of the conditions.

Destination/departure Deurganckdok and Noordzee Terminal:

Arrival: 155 dm.

Departure: 152 dm.

- a) If the stretch from the berth to the pilotage station is at target depth.
- b) If, due to a large draught or other reasons, a ship must travel slower than the speeds referred to in §4 of the annex, this element will be included in the implementation of the conditions.

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

On Flushing Roads – Antwerp route or vice versa, aim for the following:

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

C.2. Binding agreements to be made with the service providers and parties in the chain operation (see annex at the end of this notice)

IV. NEW TYPES OF SHIP TO BE NOTIFIED WITH DIFFERENT CHARACTERISTICS FROM THE SHIPS REFERRED TO IN I AND II.

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

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

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

Common Nautical Authority,
Commandoweg 50, 4381 BH, Vlissingen, The Netherlands
Tel.: +31 (0)118 424 760 or +31 (0)118 424 758
Fax: +31 (0)118 467 700 or +31 (0)118 418 142

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

V. EVALUATION

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

VI. ENTRY INTO FORCE

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

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

Source: GNA: Bass 058-2017; Joint Notification 03-2017; Bass 059-2017.

MAKING BINDING AGREEMENTS WITH THE SERVICE PROVIDERS AND PARTIES IN THE CHAIN OPERATION**1. Antwerp Port Authority (HA):**

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

2. Tug service on the river stretch:

For arrivals:

- 3 tugs must initially be available and deployable on binding pilot's advice.

For departures:

- A minimum of 2 tugs depending on weather, wind and current, on binding pilot's advice.
- Contact with Brabo is made beforehand by the river pilots/ACC pilot regarding the possible need for additional tug assistance.

3. Pilot services**3.a. River:**

- The sea pilot and the river pilots must be present in good time, at the pilotage stations, at the departure location and at Flushing Roads respectively.
- In any event, from both the Dutch and Flemish side, on the river stretch a pilot must be on board who has been trained for this type of ship on a GNA approved simulator.
- On the river stretch, use is made of a "FULL SNMS" navigation system.
- Both for arrivals and departures, for ships of the aforementioned class, an effort is made to use two pilots of the highest category on the river stretch.
- A joint instruction on the application and implementation of this Joint Notification will be issued by the GNA in collaboration with the pilot services.

3.b. Brabo pilot service:

- The ship is piloted by a "dedicated pilot" who has been trained for this type of ship on a simulator approved by the GNA. This pilot must be on board in good time.

4. Drawing up binding voyage plans:

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

5. Advanced traffic guidance:

- Shipping from Zandvliet/Berendrecht lock complex, Terneuzen and Hansweert is briefly stopped during passage.

1/34 CANAL GHENT-TERNEUZEN: PASSAGE POINTS

NtM 2020-1/35 cancelled

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

Article 1

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

1. Oversized sea-going vessels sailing with opposite courses can only pass each other at the following locations:
 - a. The Western Outer Harbour;
 - b. Between the southern mouth of the Westsluis and the Massagoedhaven;
 - c. Between the southern mouth of the 'straatje van Zelzate' and the Rodenhuizedok;
 - d. At the entrance to the Mercator dock;
 - e. At the entrance to the Siffer dock.
2. Moreover, oversized sea-going vessel with a draught of less than 10 metres sailing with opposite courses can, apart from the locations mentioned in sub 1, also pass each other at the following locations:
 - a. The 'Axelse Vlakte' close to Sluiskil, if, at Hydro Agri Alpha, there is no vessel moored loaded with ammonia;
 - b. Three quarters' south of the Sluiskil island;
 - c. South of the Sas van Gent bridge;
 - d. At the 'Ghent Coal Terminal'.
3. Sea-going vessels with a length of 245 metres or more and a pusher convoy or a coupled convoy with a width of 15 metres or more sailing with opposite courses can pass each other at the following locations:
 - a. The Western Outer Harbour;
 - b. Between the southern mouth of the Westsluis and the Massagoedhaven;
 - c. The 'Axelse Vlakte' close to Sluiskil, if, at Hydro Agri Alpha, there is no vessel moored loaded with ammonia;
 - d. Three quarters' south of the Sluiskil island;
 - e. North and south of the Sas van Gent bridge;
 - f. Between the southern mouth 'straatje van Zelzate' up to and including Rodenhuize dock;
 - g. At the 'Ghent Coal Terminal'.
 - h. At the entrance to the Mercator dock;
 - i. At the entrance to the Siffer dock.

Article 2

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

Article 3

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

These rules will be published in the Dutch Government Gazette and the Belgian Government Gazette.

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

1/35 CANAL GHENT-TERNEUZEN: CHAIN OPERATION - LOCKING OF SHIPS IN THE WESTSLUIS IN TERNEUZEN

NtM 2020-1/36 cancelled

For a safe and smooth circulation of ships which can only use the Western Lock Terneuzen, and in order to prevent or limit damages by this shipping traffic to the works, it is necessary to lay down specific rules;

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

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

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

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

then the following rules are established:

Article 1.

1. By ranking time is meant: the expected time of arrival at the lock.
2. Ships are locked in the order of their ranking time at the lock of Terneuzen.
3. The ranking time at the lock is calculated using a prediction model accepted by the Common Nautical Authority on the basis of the departure time berth or pilot order time for sea-going vessels, and for ships without pilot on the basis of the ETA at the pilotage station.
4. The ranking time at the lock for inland waterway vessels must be reported by the captain to the Traffic Centre Terneuzen through VHF channel 69 or through telephone number +31 (0)115-682454.
5. The estimated locking time is determined between 12 hours and 6 hours before arrival at the lock.
6. 6 hours before arrival at the lock, the locking time becomes final.
7. In case a ship cannot meet the locking time - i.e. suffers a delay of more than 20 minutes - this should be announced to the Traffic Centre Terneuzen as soon as possible. The ship will be allocated a new locking time.
8. Delays of one ship may not result in delays of another ship within the next 6 hours.
9. In case of blockings of an object, the lock planning for all ships is deferred - if necessary.

Article 2.

These rules come into effect as from the 1 March 2011.

Source: GNA: Bass 10/2011 - GB 02-2011

1/36 CANAL GHENT-TERNEUZEN: RULES FOR SEA-GOING VESSELS ON THE CANAL GENT-TERNEUZEN

NtM 2020-1/37 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 metres up to a maximum of 12.50 metres and with a keel clearance of at least 1 metre are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

- a. prior to the vessel sailing up the canal, the draught of the vessel is measured by an authorized and certified company, the measurement being carried out in the Put van Terneuzen or at the latest in the Western Outer Harbour of the Terneuzen lock complex;
- b. prior to the vessel sailing down the canal, the draught of the vessel is measured of the place of departure by an authorized and certified company;
- c. the results of the measurements mentioned under a and b are presented to the Common Nautical Authority at first request;
- d. a qualified helmsman is used;
- e. tugboats are used according to what has been laid down in Article 2.

Article 2. Use of tugboats

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

Length over all (in metres)	Draught (in metres)	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.

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 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 metres up to a maximum of 12.50 metres and with a keel clearance of at least 1 metre are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

- a. prior to the vessel sailing up the canal, the draught of the vessel is measured by an authorized and certified company, the measurement being carried out in the Put van Terneuzen or at the latest in the Western Outer Harbour of the Terneuzen lock complex;
- b. prior to the vessel sailing down the canal, the draught of the vessel is measured of the place of departure by an authorized and certified company;
- c. the results of the measurements mentioned under a and b are presented to the Common Nautical Authority at first request;
- d. 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 1,000 metres.

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 metres.

- 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 Common Nautical Authority 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 metres.

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 Common Nautical Authority.
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 metres: 2 boatmen by sea ship.
 - sea-going vessels > 180 metres: 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.

CHAPTER V – FINAL CLAUSE

Article 11. Coming into effect

These rules come into effect as from 1 December 2019.

The NtM 2019-01/18C (Joint Announcement 03-2012) is cancelled with the coming into effect of these rules.

These rules will be published in the Dutch Government Gazette and the Belgian Government Gazette.

Source: GNA Bass 125-2019 – GB 04-2019; MDK DAB Loodswezen

1/37 CANAL GHENT-TERNEUZEN: SEA-GOING VESSELS MOORING, DEPARTING AND/OR TURNING AT YARA

NtM 2020-1/38 cancelled

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

- A. The maximum allowable draught for vessels at Yara Sluiskil is 12.20 m.
- B. Vessels > 190 m may not turn on the Axelse Vlakte if an IMO-2 gas tanker is moored at Yara Alpha.
- C. Vessels which, on departure, have an anticipated draught of > 10.00m must turn on arrival.
- D. The maximum vessel length when turning is:
 - 205 metres for a draught of between 9.50m and 10.00m.
 - 210 metres for a draught of between 9.00m and 9.50m.
 - 225 metres for a draught of less than dan 9.00m.The width of any vessel moored at Yara Alpha must be deducted from this length.
- E. Use of tugs:
 - On arrival or when turning, IMO-2 vessels must use at least one (1) tug.
 - IMO-2 vessels <130 metres may depart without the aid of tugs if moored to starboard.
 - The towing equipment on board the tugs must be used.
- F. If a vessel is transferring ammonia on the Yara Sluiskil quay:
 - The Terneuzen Traffic Centre will announce this to shipping on VHF ch11.
 - For reasons of safety, shipping must adapt its speed as much as is necessary and/or possible.

Further information may be obtained from Terneuzen Traffic Centre on VHF ch11 or via telephone number +31 (0)115 -682400.

This notice will be published in the Official Gazette.

Source: GNA: Bass 010-2014; MDK DAB Loodswezen

1/38 ARRIVAL AND DEPARTURE RULES FOR TIDE OR CURRENT-DEPENDENT SHIPS HEADING FOR THE WESTSLUIS IN TERNEUZEN

NtM 2020-1/39 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/Ship channel 1 route. In this connection the GNA makes use of tools such as the WESP calculation tool.

Article 2. Ships with a marginal draught

1. Arriving and departing ships with a draught of 91 dm or over (fresh water) must navigate within the tidal windows determined by the GNA.
2. Ships with a draught of between 91 dm and 114.9 dm (fresh water) must be under normal circumstances on 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 lock in Terneuzen must navigate within a tidal window determined by the GNA.

Article 3. Bulk carriers designed to transport bulk or liquid goods

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

Article 4. Derogations and special circumstances

Depending on circumstances such as technical options, traffic situation and weather conditions, the GNA may impose additional requirements on or derogate from the above-mentioned requirements.

Article 5. Entry into force

This notification enters into force on 1 November 2017.

These requirements shall be published in the Official Gazettes of the Netherlands and Belgium.

Explanation:

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

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

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

1/39 BENEDEN-ZEESCHELDE - ANTWERP SCHELDT QUAYS: SHIPS DESTINED FOR SCHELDT QUAYS ON ANTWERP ROADS UPSTREAM OF THE RIJNKAAL

NtM 2020-1/41 cancelled

Article 1. General

All seagoing vessels with an loa > 170 metres 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 metres, specification of the precise air draught
 - a. For seagoing vessels other than cruise ships, the written application must be made three (3) weeks in advance. Within two (2) weeks it shall be determined whether, or under what conditions, arrival and departure can be allowed.
 - b. For ocean-going cruise ships, the written application time limit is eight (8) weeks in advance, and within six (6) weeks it shall be determined whether, or under what conditions, arrival and departure can be allowed.
 - c. If a ship has already submitted a ship file in the past and this is still current, a new ship file does not need to be submitted.

Only if all the following conditions are satisfied can the ship arrive and/or depart. For each arrival or departure, written permission must be requested from the Common Nautical Authority (GNA) at least 24 hours prior to arrival at the Wandelaar or Steenbank pilot station or 6 hours prior to departure from the berth. **The enclosed form can be used for the application.**

Article 2. Regulations for ocean-going cruise ships

2.1 Ocean-going cruise ships from 170 m Length Over All (loa) to 200 m loa

The following regulations apply:

1. Maximum draught is 80 dm. Larger draughts are only possible with the written permission of the Harbour Master's Office of the Port of Antwerp, Shipping Management Department. Requests should be sent to: cruises@portofantwerp.com
2. For a visibility of less than 1000 metres on the stretch between the Kallo lock and the berth, and vice versa, a decision is taken by the GNA as to whether the voyage can be started or must be postponed after consulting with the ACC HVL, the ACC pilot/VBS-NDH and the pilot if already on board.
3. Maximum wind force: 7 Beaufort measured at the Boudewijn lock, for the voyage upstream of the Kallo lock.
4. At the latest when CP is passed the agent must provide a waiting quay approved by Antwerp Port Authority (Lock and Dock). This waiting quay must be available from CP being passed until moored at final destination. In the absence hereof, if the weather conditions described in points 2 and 3 worsen, the ship shall be sent back out of port.
5. The use of a bow thruster, stern thruster or propellers cross-wise is prohibited. This ban does not apply to ships with destination S19 (from MP 225), S20 and S21.
6. The use of tugs on arrival and departure is by binding pilot's advice.
7. Antwerp Port Authority shall ensure that the organization of the use of the Royers lock is tailored to the passage of the ocean-going cruise ship in question.
8. The operator of the Kattendijk lock shall ensure that the organization of the use of the Kattendijk lock is tailored to the passage of the ocean-going cruise ship in question.

9. By order of the operator of the berths in question, no ships may be moored at the following berths when the ocean-going cruise ship passes, for both arrivals and departures: S21 up to and including S29, the guard poles between the Royers lock and the Kattendijk lock, the outside of the St. Annaveer pier on the Palingplaat and the pontoon by the Steenplein on the right bank. The Harbour Master's Office of the Port of Antwerp, Shipping Management Department, shall give the operators of the berths in question 48 hours' advance notice of the arrival/departure of an expected ocean-going cruise ship. The operators can therefore take the appropriate measures in good time in order not to have any vessels moored at the berths, jetties and quays under their management on the specified date

2.2 Ocean-going cruise ships from 200 m Length Over All (loa) up to and including a loa of 230 m

These are covered by the regulations under 2.1 and the following additional regulations:

1. On the river stretch an effort shall be made to provide these ships with 1 pilot of the highest category.
2. Maximum wind force: 6 Beaufort measured at the Boudewijn lock, for the voyage upstream of the Kallo lock.
3. The ship shall travel under police escort from buoy 93 as far as the berth and vice versa. The police vessel shall sail in front to notify vessels coming the other way in good time and keep them out of bends. Swinging manoeuvres at the berth shall also take place under police guidance. The police vessel shall notify passing shipping and keep the roads clear.
4. No ships may lie at anchor on the Roads of Antwerp, and Oosterweel.
5. In addition, on behalf of the operator of the berths in question, no ships may be moored at the following berths when the ocean-going cruise ship passes, on both arrival and departure: the SPO pier (Lanxess Rubber Zwijndrecht) and Scheldt quays 4 to 8.

2.3 Ocean-going cruise ships from 230 m Length Over All (loa) up to and including a loa of 265 m

These are covered by the regulations under 2.2 and the following additional regulations:

1. On the river stretch, use is made of a "Full SNMS" navigation system.
2. An effort is made on the river stretch to use 2 pilots of the highest category, at least one of whom has been trained in the use of the "Full SNMS" navigation system.
3. In addition, on behalf of the operator of the berth in question, no ships may be moored at the Left Bank Staatssteiger at the time the ocean-going cruise ship has to swing in situ.

2.4 Cruise ships from 265 m Length Over All (loa)

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

Article 3. Regulations for other ships with a Length Over All (loa) greater than 170 m

Based on the ship file, in consultation with both pilot services, the GNA shall decide within 2 weeks whether and under what conditions permission is granted for the arrival and departure of the ship type in question for which a ship file was submitted.

Article 4. Entry into force

This notification enters into force 2 days after its publication in the Official Gazettes of the Netherlands and Belgium.

NtM 2017-01/019 (Joint Announcement 05-2016) is hereby cancelled.

Source: GNA Bass 008-2017 - Joint Announcement 01-2017

ANNEX

**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:	
-------------	--

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

1/40 BELGIAN COASTAL PORTS AND ACCESS CHANNELS TO THOSE PORTS: OVERSIZED COMMERCIAL VESSELS

NtM 2020-1/42 cancelled

Following art. 3, 3° and art. 13 § 2 of the Belgian 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 metres and/or a draught greater than 8 metres.

2. Ostend

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

3. Nieuwpoort

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

Source: MDK - afdeling Scheepvaartbegeleiding – MRCC

1/41 BELGIAN COAST: TRAFFIC SIGNALS

NtM 2020-1/43 cancelled

In the ports of Zeebrugge and Ostend 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

1/42 COASTAL MARINAS: SPEED LIMIT FOR MECHANICALLY POWERED VESSELS

NtM 2020-1/44 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 Montgomery Dock, Visserij Dock and Vuurtoren Dock in Ostend, and the Prins Albert Dock and Tijdok in Zeebrugge, the sailing speed may not exceed 3 knots.

These limits are indicated by signs that have been posted on both sides of the port shipping lane on the jetties and on the banks when entering the harbour docks.

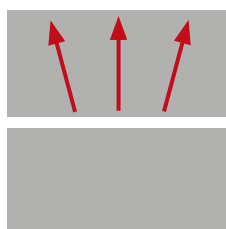
These speed limit signs will always be accompanied by a sign 'Verboden hinderlijke waterbeweging te veroorzaken' (Prohibited to produce disturbing water movements).

Source: MDK - afdeling KUST - team Ontwikkeling Kust

1/43 PORT OF OSTEND: SPECIAL TRAFFIC SIGNALS - FLICKERING LIGHTS

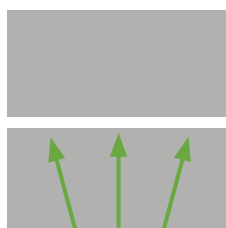
NtM 2020-1/45 cancelled

- 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:



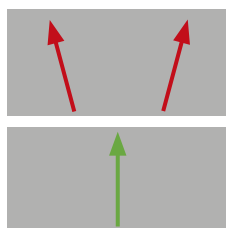
Forbidden: direction

-sea
-fishing lock+tidal dock
-back port



Allowed: direction

-sea
-fishing lock+tidal dock
-back port

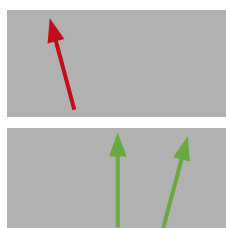


Forbidden: direction

-sea
-back port

Allowed: direction

-fishing lock+tidal dock

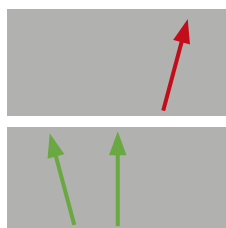


Forbidden: direction

-sea

Allowed: direction

-fishing lock+tidal dock
-back port



Forbidden: direction

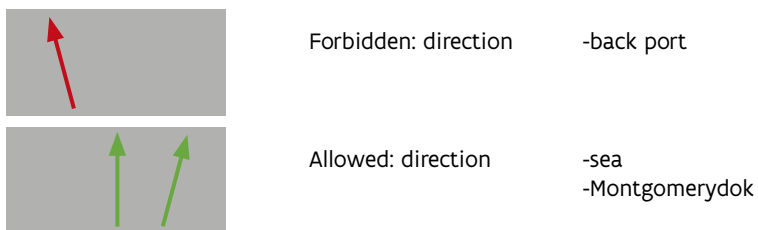
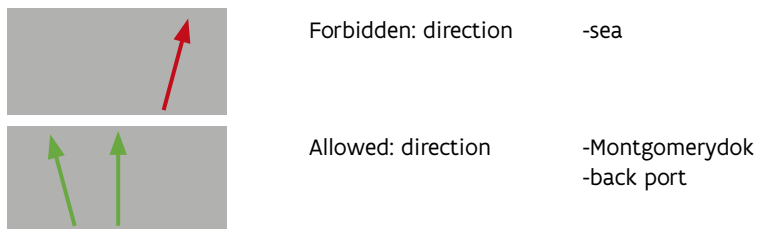
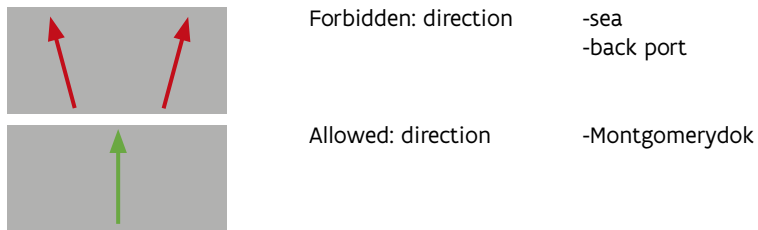
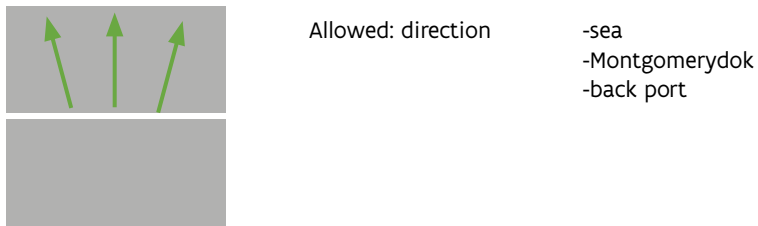
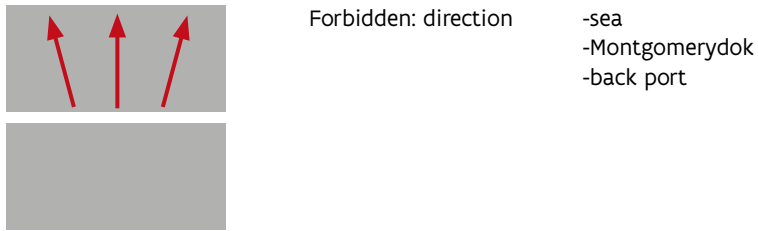
-back port

Allowed: direction

-sea
-fishing lock+tidal dock

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

Following sailing instructions will be given:



3. A red stop light facing seawards will be placed under a yellow flickering light at the mooring quay Foxtrot at the east side of the shipping lane. The word "STOP" will be visible. This indicates a formal direct order to stop and wait until the lights are extinguished for vessels sailing from the back port.

Source: MDK - afdeling Scheepvaartbegeleiding

1/44 PORT OF OSTEND: SIGNALLING INSTALLATION FOR WATER DISCHARGES

NtM 2020-1/46 cancelled

A signaling installation has been established at the dam of Sas-Slijkens and at the outer port bridge, in the back port, for all vessels moored there, consisting of a fixed red light.

The red light will be switched on when discharging. This signal indicates to the owners of the vessels moored there to increase their vigilance because of the strong additional currents that are being created.

Source: De Vlaamse Waterweg nv

1/45 PORT OF ZEEBRUGGE: TRAFFIC REGULATION VISARTSLUIS - PRINS ALBERTDOK - TIJDOK

NtM 2020-1/47 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 Prince Albertdok (Old Fishing Port) and 'Tijdok'.

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

Source: MBZ - Zeebrugge

1/46 PORT OF ZEEBRUGGE: YELLOW-BLUE FLASHING LIGHT

NtM 2020-1/48 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.









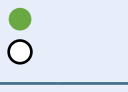





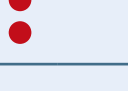


Source: De Vlaamse Waterweg nv

1/47 PORT OF ZEEBRUGGE: PORT SIGNALS AT THE BREAKWATERS AND THE OLD BREAKWATER (LEOPOLD II)

NtM 2020-1/49 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.

CONFIGURATION OUTER-HARBOUR SIGNALS AT NEW BREAKWATERS AT ZEEBRUGGE

Nr.	Sea-Side (E&W)	Land-side (W)	Meaning
1	 flashing	 flashing	Serious emergency All vessels stop or divert according to instructions PORT CLOSED - GREAT DANGER
2			Arriving forbidden, sailing forbidden PORT CLOSED
3			Arriving forbidden, Sailing allowed One way traffic SAILING
4			Arriving allowed, sailing forbidden One way traffic ARRIVING
5			Arriving and sailing allowed OPEN TRAFFIC
6			Arriving allowed if explicit permission, sailing forbidden Vessel headed for LNG-terminal LNG-VESSEL IN
7			Arriving forbidden, sailing allowed if explicit permission Vessel sails from LNG-terminal LNG-VESSEL OUT
8			Arriving allowed if explicit permission. Sailing forbidden. (Large) vessel enters the harbour or obstructs the passage. (LARGE) VESSEL ENTERS OR OBSTRUCTS THE PASSAGE
9			Arriving forbidden. Sailing allowed if explicit permission. (Large) vessel sails from the harbour or obstructs the passage. (LARGE) VESSEL SAILS OR OBSTRUCTS THE PASSAGE

LICHTSEINEN AAN DE OUDE HAVENDAM

LIGHT SIGNALS AT THE OLD MOLE

Zeewaarts <i>Seaward side</i>	Havenwaarts <i>Landward side</i>
Een schip mag enkel invaren indien het daartoe de specifieke bevelen bekomen heeft. <i>A vessel can only enter after having received specific orders to do so.</i>	<div style="display: flex; justify-content: space-between;"> ● Schepen mogen niet uitvaren. ● </div> <div style="display: flex; justify-content: space-between;"> ○ ● </div> <div style="display: flex; justify-content: space-between;"> ● Vessels can not leave. ● </div>
Schepen mogen niet invaren. <i>Vessels can not enter.</i>	<div style="display: flex; justify-content: space-between;"> ● Een schip mag enkel uitvaren indien het daartoe de specifieke bevelen bekomen heeft. ● </div> <div style="display: flex; justify-content: space-between;"> ● <i>A vessel can only leave after having received specific orders to do so.</i> ○ </div> <div style="display: flex; justify-content: space-between;"> ● ● </div>
Schepen mogen invaren. Tweerichtingsverkeer. <i>Vessels can enter. Two way traffic</i>	<div style="display: flex; justify-content: space-between;"> ● Schepen mogen uitvaren. ● </div> <div style="display: flex; justify-content: space-between;"> ● Tweerichtingsverkeer. ● </div> <div style="display: flex; justify-content: space-between;"> ○ <i>Vessels can leave. Two way traffic</i> ○ </div>
Schepen mogen niet invaren en wachten instructies af. <i>Vessels can not enter and shall await instructions.</i>	<div style="display: flex; justify-content: space-between;"> ● Schepen mogen niet uitvaren en wachten instructies af. ● </div> <div style="display: flex; justify-content: space-between;"> ● <i>Vessels can not leave and shall await instructions.</i> ● </div> <div style="display: flex; justify-content: space-between;"> ● ● </div>

Bron: MBZ - Zeebrugge

1/48 PORT OF ZEEBRUGGE - P. VANDAMME LOCK AND VISART LOCK: SIGNALIZATION

NtM 2020-1/50 cancelled

The traffic lights at the P. Vandamme lock in Zeebrugge were officially put in service on 1 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 Visart lock (both sides) are operational.

CONFIGURATION SIGNALIZATION AT THE P. VANDAMME LOCK AND VISART LOCK IN ZEEBRUGGE



Sailing in/sailing out the lock forbidden



Lock gate in motion - sailing in/sailing out the lock forbidden



Sailing in/sailing out the lock allowed



Lock out of service

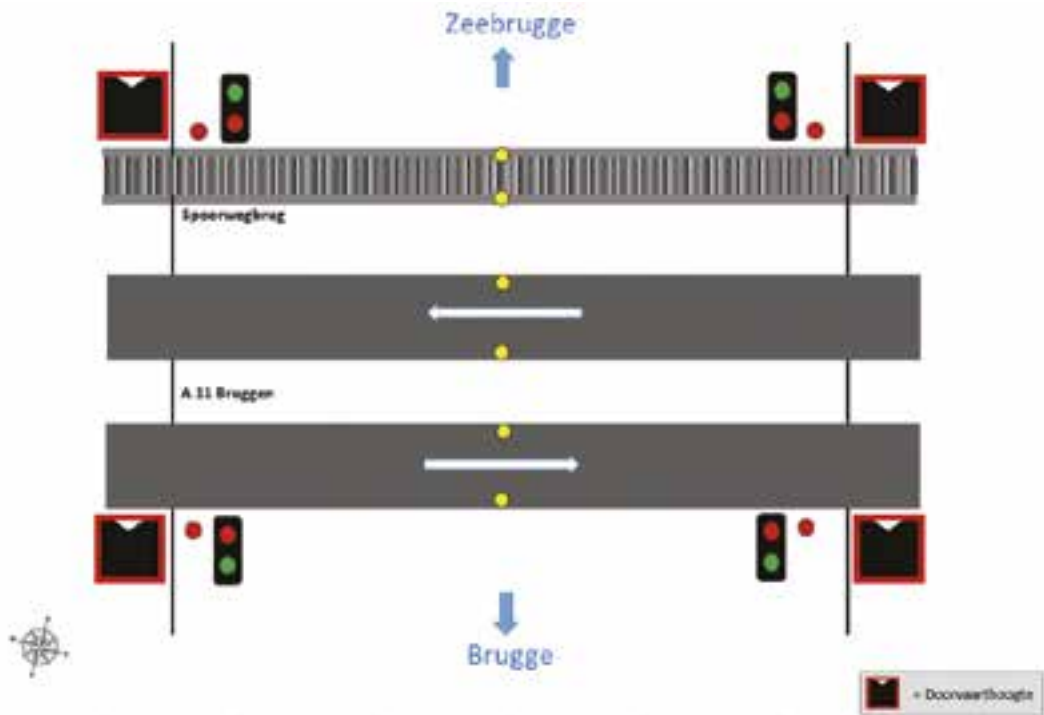


Source: MBZ - Zeebrugge

1/49 PORT OF ZEEBRUGGE - BOUDEWIJN-KANAAL - ROSKAM-BRIDGES (A11) AND RAILWAY BRIDGE: SIGNALIZATION

NtM 2020-1/51 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: MBZ - Zeebrugge

1/50 PORT OF ZEEBRUGGE: ADDITIONAL REGULATIONS LNG BUNKER VESSEL

NtM 2020-1/52 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 metres 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 metres. Here again, the maximal speed is 6 knots.

Before every shift, an LBV will broadcast its sailing plan in English on VHF channel 68 when relevant for the inner port or VHF channel 71 when relevant for the outer port.

As for lock passages, the LBV is the last vessel to enter the lock and in principle the last to leave the lock, unless the lock master instructs otherwise. When the LBV is in the lock, hot work and smoking is prohibited in the lock area (materialized by fencing on all sides) and on all other ships in the lock.

The Port Authority will monitor the speed at all times. Infringement of this rule will be sanctioned accordingly. Other speed restrictions are still applicable.

Source: MBZ - Zeebrugge

1/51 PORT OF ZEEBRUGGE: NAUTICAL CONTROL MEASURES 001-2020 – LNG PROCEDURES - ARRIVAL AND DEPARTURE ZEEBRUGGE

(Amended version of October 2020)

NtM 2020-1/53 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 Annex III.

1.2. Competent authorities

The competent authorities referred to in this document are:

- MRCC (*Maritiem Reddings- en Coördinatie Centrum* - Maritime Rescue Coordination Centre)
- VCZB (*Verkeerscentrale Zeebrugge* - Zeebrugge Traffic Centre)
- GNA (*Gemeenschappelijke Nautische Autoriteit* - Common Nautical Authority)
- MBZ (*Maatschappij van de Brugse Zeehaven NV* - Port Authority of the Port of Zeebrugge)
- DAB Loodswezen (*Dienst Afzonderlijk Beheer Loodswezen* - Separate Management Service Pilotage)

For the contact details of the above competent authorities see Annex I.

1.3. Control measures

The control measures will remain unchanged regardless of whether an LNG tanker is empty and not gas-free, only partially or fully loaded, or arriving at or departing from the port.

LNG tankers sailing under air or inert gas must notify the competent authorities accordingly. The gas-free certificate must be presented in advance to VCZB and the MBZ harbour master's office.

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 captain. 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 captain.

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 captain, 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 3,000m³ and with a load of less than 15,000m³;
- 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 Annex VI).

1.7. Recommended anchorages

If there is a pilot on board, the anchorage will be allocated by VCZB in consultation with the pilot guiding the vessel.

If there is no pilot on board, VCZB will show the vessel to the Westhinder anchorage area. 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 channels 60, 65 and 69 of the respective MFBI block areas. LNG tankers will be guided by the VCZB from their very first VHF contact with Wandelaar Approach.

The “Wandelaar Approach” traffic area

From in the west to the Westende water tower - Middelkerkebank (buoy) line - 51°19,60'N/002°31,50' E - Oostdyck one (buoy)

CALL SIGN: Wandelaar Approach - VHF channel: 60

The “Wandelaar” traffic area

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

CALL SIGN: Traffic Center Wandelaar - VHF channel: 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 channel: 69

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

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

CALL SIGN: Radar Zeebrugge - VHF channel: 4

Arriving LNG tankers must be accessible to Port Control Zeebrugge on VHF channel 71 from buoy “S3”.

2. LARGE LNG VESSELS

2.1. Definition

Large LNG vessels are defined as LNG tankers longer than 200 m and will be referred to hereafter as: large LNG tankers.

Four main groups are distinguished here:

- **Conventional LNG vessels:** loa: > 200 metres and < 315 metres
- **Q-flex:** loa: ≥ 315 metres and < 345 metres
- **Q-max:** loa: ≥ 345 metres
- **ARC7:** Ice Class tanker with three Pod propeller developed and built for the Yamal LNG project (loa: 299 metres)

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.
 - One 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.
 - One 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.
 - One 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.
 - One 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:** one minimum bollard pull with a total force of 275 tons is required for the 5 tugs.
 - **For the Q-max serie:** one 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 Annex IV).

- If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the "Protocol relating to chain approach in the port of Zeebrugge" as a reference (see Annex VII).

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 metres over the entire sea and port stretch.

VCZB must check the conditions under 2.2.3.2 before allowing a pilot to board the large LNG tanker.

If the conditions stated in 2.2.3.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant admission or not will be made by consensus.

If no admission 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 channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the arrival of the large LNG tanker at buoy "A-S"
- Upon arrival of the large LNG tanker at buoy "A-S"

2.2.4.2. Deviations from the voyage plan

The large LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB. 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 channels 65 and 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 channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may immediately call the 101 service, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the large LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the large LNG tanker of this.

2.3. Staying in the port of Zeebrugge – MBZ

The large LNG tanker must moor port side at Jetty 615 or starboard side at Jetty 616.

The Q-max may only moor at Jetty 615.

While the LNG tanker is in the port, the following precautions among others must be taken at all times:

- The large LNG tanker 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 Annex IV).

- If other vessels report simultaneously the order and time of departure will be strictly determined, for which Port Control Zeebrugge shall use the "Protocol relating to chain approach in the port of Zeebrugge" as a reference (see Annex VII).

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 metres 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 channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the departure of the large LNG tanker
- At the time of departure of the large LNG tanker

2.4.4.2. 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 channels 65 and 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 S2		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 and additionally all arrivals and departures in Pas van Zand, 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 channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may call 101 for non-emergency police assistance, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the large LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the large LNG tanker of this.

3. SMALL LNG VESSELS

3.1. Definition

Small LNG vessels are defined as LNG tankers up to 200 m in length and will be referred to hereafter as: small LNG tankers.

3.2. Nautical control measures upon arrival

3.2.1. Pilot boarding

A pilot will board the tanker at the Wandelaar pilotage 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 the 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 Annex 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 metres over the entire sea and port stretch.

VCZB must check the conditions under 3.2.3.2 before allowing a pilot to board the small LNG tanker.

If the conditions stated in 3.2.3.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant admission or not will be made by consensus.

If no admission to arrive at the port is granted, the small LNG tanker will be referred to an anchorage by VCZB.

In the event that the small LNG tanker was granted permission to enter the port of Zeebrugge but conditions have deteriorated to an unacceptable level (wind, visibility, not enough tugs, no moorings available, etc.) the small LNG tanker must be informed of this before passing buoys “VG5/VG6 - S2” at the latest. 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 channels 65 and 69 of the respective MFBI block areas at the following points in time:

- One hour before the arrival of the small LNG tanker at buoy “KB”
- Upon arrival of the small LNG tanker at buoy “KB”

3.2.4.2. 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 channels 65 and 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:

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

		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

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 channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may immediately call the 101 service, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the small LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the small LNG tanker of this.

3.3. Staying in the port of Zeebrugge – MBZ

3.3.1. Staying at the LNG dock

The following precautions must be taken for the entire duration of the LNG tanker's stay at the LNG dock:

- The small LNG tanker must moor port side at Jetty 615 or starboard side at Jetty 616.
- The small LNG tanker 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 Annex IV) must be present at the outer port.

3.3.2. Staying in the outer port of Zeebrugge

While the LNG tanker is staying in the outer port the following precautions must be taken at all times:

- The small LNG tanker may have an overdepth of less than 15% during its stay in the port.
- 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 Annex IV) must be present at the outer port.

3.4. Nautical control measures on departure

3.4.1. Route

The departing small LNG tanker will sail along the following route: Pas van het Zand, Scheur West, “S3/S4”, A1, Akkaert-SW, the 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 the Pas van het Zand

3.4.2. Permission to depart

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

3.4.2.1. Conditions imposed by MBZ

- 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 Annex 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 channels 65 and 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 channels 65 and 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
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	
	Zeebrugge breakwaters			X
	all fixed			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 and all arrival and departure in Pas van Zand, 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 channel 71).

If problems arise (e.g. due to non-compliance with the traffic-free zone) when the area is not being patrolled VCZB may immediately call the 101 service, which service will notify the maritime police, or directly contact the maritime police patrol boat via the VHF channels of the respective MFBI block areas to see how the problem can be solved.

If no police vessel is available for patrolling in the vicinity of the small LNG tanker, the maritime police will notify VCZB of this by telephone. VCZB will in turn inform the small LNG tanker of this.

4. TRAFFIC CONTROL AT THE LNG DOCK WITH 2 VESSELS SIMULTANEOUSLY

4.1. General

- Q-max series LNG tankers may only moor on Quay 615.
- The first LNG tanker must be fully moored according to the approved mooring plan before a second LNG tanker may enter or leave the LNG dock.
- The leading lights at the LNG dock must function properly upon the arrival or departure of a second LNG tanker.
- When an LNG tanker arrives at or departs from the LNG dock, a FiFi-1 tugboat must be present if there is another LNG tanker nearby, pursuant to the provisions of Chapters II and III. 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.

Annex I - partners

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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>
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Annex II - General remarks

The LNG control measures apply to the current configuration of the LNG terminal and the berths in the outer harbour of Zeebrugge. If the LNG terminal were to be expanded the control measures for the port will need to be reviewed.

The LNG control measures for the Q-max series will be evaluated no later than after five of these LNG tankers have arrived.

The number of tugs needed for ARC7 LNG tankers will be re-evaluated following simulations and subject to the experience gained.

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

Annex III - Comparison of nautical preconditions

	Small LNG*	Conventional LNG	Q-flex	Q-max	ARC7
Dimensions	≤ 200 metres	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+2x≥80TBP ≥12 m/s)
Tugs outbound	nihil	3 – 190 BP – to breakwater (2+1x≥80TBP with wind ≥12 m/s)	4 - 165 BP - to breakwater	4 - 260 BP - to breakwater	3 – 190 BP – to breakwater (2+1x≥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 metres	1000 metres	1000 metres	1000 metres	1000 metres
Max. tidal current inbound	< 2 knots (>170.0m)	< 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 15.000 m³ is exempt from the LNG control measures.

Annex IV Fireboat 1 water sprayer

Required properties (FiFi-1)

- Minimum number of water monitors: 2
- Minimum spray flow per monitor (m³/h): 1200
- Minimum number of fire pumps: 1
- Minimum total pump capacity (m³/h): 2400
- Throw length of each monitor (m): 120
- Throw height of each monitor (m): 45
- Number of hydrants: 4 on each side
- Number of fire-fighting suits: 4

Water sprayer

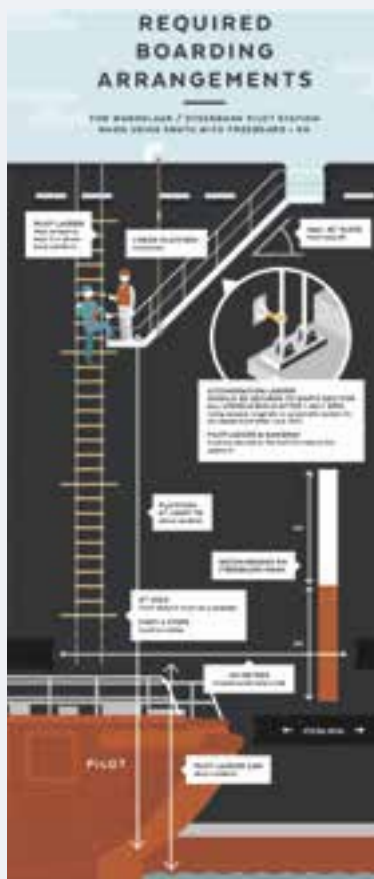
- The capacity of the self-protection water spray system may not be less than 10 l/min per square metre of protected area.
- For interior-insulated surfaces, such as Class A-60 partitions, a lower capacity can be accepted provided the difference is less than 5 l/min per square metre of protected area.

Annex V - Mariphone Block Areas

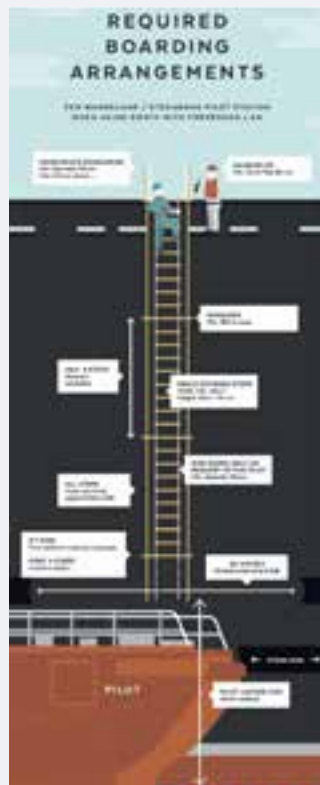
www.vts-scheldt.net

Annex VI - Swath operability

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



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



Additionally:

- Minimum height Pilot door/ Side door above waterline : > 4.0 m
- Minimum height freeboard: > 3.0 m

Annex VII - Protocol relating to the Zeebrugge Port Chain Approach

ANNEX 1

Chain approach - directing maritime traffic

The following priorities are set down with regard to directing maritime traffic at the port of Zeebrugge according to the supply of available/competent pilots, tugs, lock planning and berth availability:

1. Priority for Nautical Reasons, i.e. ships for which a flow and tide window applies.
2. Priority for passenger ships, excluding accompanied truck transport.
3. Priority for Nautical Reasons, i.e.

- ships for which a current window applies, or
- ships for which a tidal window applies,

Priority A: container ships

Priority B: car carriers

Priority C: LNG ships

If several ships are piloted at the same time, a ship destined for the lock will first enter the port in order to avoid as much obstruction as possible in the outer port and to ensure that the tugs and the pilot will become available again to other vessels as soon as possible.

4. Priority according to working/ not working (dock shifts),
5. Priority for arrivals and departures, unless departures are necessary for vacating a berth.
6. Priority for liner shipping over tramp trade.

Ships not piloted and/ or tugs will be exempted from these traffic rules to the greatest extent possible.

Ships that are not ready for departure at the specified time lose their priority in terms of pilotage, tugs and lock planning.

The "first come, first-served" principle can be disregarded for a particular berth at the explicit request of a terminal.

Source: MDK – afdeling Scheepvaartbegeleiding

1/52 (DIFFERENTIAL) GLOBAL POSITIONING SYSTEM: THEORY AND PRACTICE

NtM 2020-1/54 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 22,5m of the given position is 95%. The exact position will never be determinable.
- For more precise applications DGPS must be used.

2. Precision of charts

Modern sea charts are generally based on hydrographic surveys made in the past decades.

The older position determination techniques usually guarantee a precision that is not as great as that of the DGPS.

This means that the position of some objects on the charts, such as wrecks, may contain imprecisions.

These deviations can range from some 10 metres up to a 100, depending on the location. In general: the further away from land, the more imprecise.

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

1/53 SPECIAL PROTECTION ZONES AND SPECIAL NATURE PRESERVE ZONES

NtM 2020-1/55 cancelled

The Royal Decree of 22 mei 2019 establishing the marine spatial plan for the period 2020 until 2026 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: Royal Decree 44 22 may 2019 establishing the marine spatial plan for the period 2020 - 2026 in the Belgian Sea Area

1/54 SUBMARINE CABLES AND PIPELINES

NtM 2020-1/56 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 metres is created, 250 metres 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 Royal Decree dated 12 March 2002, such as trawling, can only take place if these activities do not create any risks for the electricity cable.

2. Potential dangers resulting 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

1/55 OCEANOGRAPHIC AND COMPARABLE STATIONS

NtM 2020-1/57 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 en FOD Economie

1/56 PROTECTION OF OFFSHORE INSTALLATIONS

NtM 2020-1/58 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 Royal Decree (KB) establishing safety zones in sea areas under Belgian jurisdiction of 4 February 2020, publication 27 February 2020*, determines that a safety zone is established:
 - of 500 metres 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 metres 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 metres around the energy zone is established from the external borders.
 - of 75 metres 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.

It is forbidden for all mariners to sail these safety zones, except in specific cases as stated in the above KB.

3. The breach of the above regulations will be regarded as a punishable offense. The penal provisions are laid down in Article 55 (4) and their modalities in Articles 56, 57 and 58 of the Law of 22 April 1999 on the EEZ of Belgium in the North Sea.
4. Regarding the offshore installations in the EEZ of Belgium, see further the article 1/57.

* The Royal Decree of 11 April 2012 establishing a safety zone around the artificial islands, installations and facilities for the generation, storage and transport of energy from the water, the currents and the winds in the sea areas under Belgian jurisdiction will be cancelled.

Source: MDK - FOD Economie - FOD Mobiliteit

1/57 OFFSHORE INSTALLATIONS: WIND FARMS

NtM 2020-1/59 cancelled

Under Royal Decree (KB) van 4 February 2020, publication 27 February 2020, a safety zone is established around wind turbines, wind farms en wind turbines zones.

The access to such a safety zone is forbidden, except in specific cases such as mentioned in the Royal Decree. Moreover, it is recommended to navigate well outside the limits of these zones.

This prohibition does not apply:

1. 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.
2. for the means of the concessionaires and of the licence holders of the cable laying permits inside their own wind farm zone or the means deployed on behalf of the concessionaire or of the licence holders;
3. for the means of scientific research subject to prior consultation with the domain concessionaire and undiminished the relevant permit requirements;
4. for the means deployed for the maintenance of cables and pipelines;
5. for the means deployed based on articles 14 and 19, §2 of the Royal Decree (KB) MRP;
6. for the means deployed by the holder of the user licence based on article 23 of the Royal Decree (KB) MRP inside their own zone.

Nor does the prohibition apply:

1. for vessels in distress;
2. for saving human lives and properties or attempts;
3. in cases of force majeure.

The safety zones are bounded by the following coordinates:

Wind farm Belwind-Nobelwind (106 turbines)

51°43,20'N	002°47,85'E
51°40,35'N	002°52,61'E
51°36,81'N	002°48,11'E
51°36,97'N	002°47,77'E
51°38,02'N	002°47,15'E
51°38,90'N	002°45,30'E

Wind farm C-Power - Part A (30 turbines)

51°33,81'N	002°54,50'E
51°32,06'N	002°58,46'E
51°31,15'N	002°56,48'E
51°30,89'N	002°55,59'E
51°32,48'N	002°52,94'E
51°32,84'N	002°52,38'E

Wind farm C-Power - Part B (24 turbines)

51°33,53'N	002°56,50'E
51°34,06'N	002°57,38'E
51°34,39'N	002°57,87'E
51°34,72'N	002°58,47'E
51°35,08'N	002°59,48'E
51°34,94'N	002°59,71'E
51°35,31'N	003°00,12'E
51°34,69'N	003°01,24'E
51°34,32'N	003°00,83'E
51°33,76'N	003°01,83'E
51°33,37'N	003°00,54'E
51°33,11'N	003°00,05'E
51°32,80'N	002°59,56'E
51°32,27'N	002°58,73'E

Wind farm Northwind (72 turbines)

51°35,44'N	002°52,40'E
51°35,84'N	002°50,53'E
51°36,18'N	002°51,04'E
51°39,13'N	002°54,65'E
51°37,55'N	002°57,30'E
51°36,85'N	002°56,11'E
51°36,62'N	002°55,64'E
51°36,09'N	002°54,33'E
51°36,16'N	002°54,21'E

Wind farm Rentel (42 turbines)

51°35,47'N	002°52,47'E
51°36,14'N	002°54,15'E
51°36,23'N	002°54,68'E
51°36,61'N	002°55,64'E
51°36,85'N	002°56,11'E
51°37,55'N	002°57,30'E
51°35,35'N	003°00,96'E
51°35,02'N	002°59,69'E
51°34,96'N	002°59,14'E
51°34,73'N	002°58,47'E
51°34,39'N	002°57,87'E
51°34,06'N	002°57,38'E
51°33,44'N	002°56,35'E
51°33,80'N	002°55,55'E
51°34,12'N	002°54,90'E
51°34,71'N	002°53,87'E
51°34,87'N	002°53,61'E
51°35,22'N	002°53,00'E

Wind farm Norther (44 turbines)

51°30,69'N	002°55,74'E
51°30,96'N	002°55,83'E
51°31,15'N	002°56,48'E
51°31,87'N	002°58,06'E
51°32,30'N	002°58,48'E
51°32,31'N	002°59,05'E
51°32,39'N	002°59,18'E
51°32,65'N	002°59,63'E
51°32,92'N	003°00,02'E
51°33,17'N	003°00,39'E
51°33,36'N	003°00,79'E
51°33,52'N	003°01,27'E
51°33,62'N	003°01,48'E
51°33,77'N	003°01,55'E
51°34,65'N	003°01,29'E
51°34,83'N	003°01,83'E
51°33,83'N	003°03,51'E
51°33,82'N	003°03,53'E
51°33,05'N	003°04,81'E
51°33,01'N	003°04,88'E
51°32,66'N	003°05,56'E
51°30,57'N	003°02,76'E
51°30,51'N	003°02,68'E
51°29,04'N	002°58,32'E

Wind farm Northwester 2 (23 turbines)

51°42,89'N	002°47,67'E
51°38,89'N	002°45,29'E
51°39,13'N	002°44,78'E
51°41,24'N	002°42,82'E
51°42,51'N	002°45,42'E

Source: MDK - afdeling KUST - Vlaamse Hydrografie

1/58 MINIMUM REQUIREMENTS FOR CERTAIN TANKERS THAT WISH TO SAIL TO A BELGIAN PORT

NtM 2020-1/60 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

1/59 REPORTING DANGEROUS SUBSTANCES TO THE COMMON NAUTICAL AUTHORITY

NtM 2020-1/61 cancelled

Article 1

1. The Master of a seagoing vessel, loaded with or empty with dangerous substances, as referred in Annex 1 of the Shipping Regulations Western Scheldt 1990, reports this to the Common Nautical Authority.
2. The Master of a seagoing vessel that has a LNG system on board, reports the presence of this system to the Common Nautical Authority.
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 Common Nautical Authority, or
 - b. if the destination is known upon departure from the previous port, and the travelling time is less than twenty-four hours, not later than the time at which the vessel is leaving the previous port, or
 - c. in case the destination was not yet known upon departure from the previous port or is changed during the voyage, as soon as it is known but not later than the time of entering the Dutch territorial sea.

Article 2

The report, as referred to in Article 1, must be carried out using the reporting form as appended to the present Announcement, and must be sent to the Common Nautical Authority at fax number + 31 (0) 118-472503 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 Common Nautical Authority 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.

Article 5

Hereby the NtM 2019-01/33B (Common Announcement 01-2010) is cancelled.

Article 6

These prescriptions come into force as from 1 January 2019.

These prescriptions are published with explanatory notes in the Dutch State Gazette and the Belgian State Gazette.

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

Reporting form belonging to Common Announcement 06-2018

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;
- Annex I of the MARPOL;
- Annex II of the MARPOL;
- Annex III of the MARPOL.

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

1/60 TRANSPORT OF DANGEROUS SUBSTANCES WITH GAS TANKERS INSIDE THE GNB WORKING AREA

NtM 2020-1/62 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 captain of the gas carrier ship or his deputy, whether or not the Gas Carrier is indeed a Voyage Plan IMO 2 Gas Tanker.

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: Annex 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)
Zwaveldioxide	Sulphur Oxide (1079)
Chloortrifluorethyleen	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

- 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).
- Subject to the permission of the GNA, tanker vessels may not perform any loading or other operations in which cargo fumes are released into the open air, neither during its voyage through the GNB management

- area nor while at anchor within the GNB management area.
- c. The aforementioned activities under Article 3(b) must have been terminated by the time the vessel has arrived from the sea and when approaching the pilot station, and no later than by the time the vessel has reached the pilot area.
 - d. Any exceptional information and deviations with regard to the condition of the vessel or the cargo that can impact safety must be immediately reported to the GNA.
 - e. A competent pilot must be on board unless the gas tanker has been granted dispensation with regard to the presence of a competent pilot on board pursuant to or by virtue of a statutory regulation in relation to “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 Channel 11.
 - **Information from the Terneuzen traffic Centre:**
The Terneuzen Traffic Centre will keep all maritime traffic informed of all vessels loading ammonia via VHF Channel 11.
 - **Vessel speed:**
In the interest of safety, and considering that the berth is situated very close to the Ghent-Terneuzen Canal, all maritime traffic must adjust its speed when passing such a vessel.

Article 4 Regulations for “Voyage Plan IMO 2 Gas Tankers”

In addition to the regulations stated in Article 3, the following regulations must also be observed with regard to “Voyage Plan IMO 2 Gas Tankers”:

A. 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 metres 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 metres 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 captain and/or pilot of the gas tanker, whether or not the journey will be interrupted by laying at anchor, or if the journey can be continued.
- 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

- a. The GNA can, in relation to safety, if reasonableness and fairness so suits, taking into account all relevant interests, deviate from these regulations and guidelines.
- b. The NtM 2018-01/033C (Joint Announcement 02-2009) is herewith cancelled.
- c. These prescriptions enter into force as from 1 July 2018.

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

1/61 THE WEST EUROPEAN TANKER REPORTING SYSTEM (WETREP)

NtM 2020-1/63 cancelled

Issuance of the compulsory shipping report system for Western European PSSA (Particularly Sensitive Sea Area).

Some Western European waters have been indicated as PSSA areas by the IMO following a proposition from Belgium, France, Spain, Ireland, Portugal and the United Kingdom.

This PSSA area borders to the 15th degree west meridian, the Porcupine Bank, including parts of the special area of Northwestern Europe (issued under statutory annex 1, MARPOL 73/78), the English Channel and coastal waters, and certain parts of the PRA (Pollution Response Area) and EEZ (Exclusive Economic Zone) along the Spanish, French and Portuguese coasts (see supplements 1 and 2)

IMO approved a compulsory report system for tankers (WETREP) that took effect on July 1st 2005 at 00h00 UTC for all tankers with a tonnage larger than 600 tonnes, carrying:

- black crude oil, i.e. oil with a density of over 900 kg/m³ at 15° Celsius or
- heavy fuel oil, i.e. fuel oil with a density of over 900kg/m³ at 15° Celsius, or a kinematics viscosity higher than 180mm²/s at 50° Celsius or
- asphalt, tar and their emulsions.

Vessels sailing to and from Western European reporting areas should report:

- upon sailing in the reporting area or
- immediately upon departure from a port, terminal or anchoring area within the reporting area or
- when they will deviate from the route towards their original destination port/terminal/anchoring area or position "for orders" transmitted when sailing into the reporting area or
- when a deviation from the planned route is necessary because of bad weather conditions or malfunctioning equipment or a change in the navigational situation or
- when leaving the area for the last time.

Notes:

Vessels do not need to report if, upon passing through, the border of the reporting area is only sporadically crossed, and on other occasions than when first sailing in or out.

When arriving in the WETREP reporting area the vessels must inform the nearest proper authorities. The VTS, RCC and Radio coastal station or other participants to whom the report must be sent are mentioned in supplement 4.

Should the vessel be unable to inform the nearest Radio coastal station or another participant, she should report this to the next nearest radio coastal station or any other participants mentioned in supplement 4.

The reports must be made in the format described in supplement 3. Reports may be made using any modern means of communication, including Inmarsat C, telefax and email as they are described in supplement 4.

Reports may be made free of charge via GMDSS through a RCC of one of the participating countries from supplement 4. Oral reports must contain the obligatory fields including the identification letters. To reduce the amount of reports vessels must make (due to other report systems within the WETREP reporting area, e.g. CaldoVrep); vessels may indicate which additional report system they are planning to pass during the transit of WETREP reporting area. This will result in an important reduction of time and additional information in reports of other systems within the WETREP reporting area.

Vessels equipped with INMARSAT C (SES) will be able to send messages via Inmarsat C free of charge if they keep to the following procedures: choose Special Access Code (SAC)45 only via MRCC Falmouth LES Atlantic Ocean area - east (102); Atlantic Ocean area - west (002) or Indian Ocean (302).

(Note: It is possible that the message will not be received by WETREP if sent via any other LES.)

ANNEXES

- 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

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

Description of the area

- The area covers the west coast of the United Kingdom, Ireland, Belgium, France, Spain and Portugal, from the Shetland Islands in the north to cape St-Vincent in the south, and the English Channel and its approaches as indicated in the chart publication of supplement 2.
- The WETREP area is an area bordered by the line that connects the following geographical coordinates (all coordinates are expressed using WGS 84 as reference system).

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°25W
9 (F)	48°27'N	008°W
10 (F+S)	44°52'N	003°10W
11 (S)	44°52'N	010°W
12 (S)	44°14'N	011°34W
13 (S)	42°55'N	012°18W
14 (S+P)	41°50'N	011°34W
15(P)	37°N	009°49W
16 (P)	36°20'N	009°00W
17(P)	36°20'N	007°47' W
18 (P)	37°10'N	007°25W
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.

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



ANNEX 3. REPORTING FORM (CORRESPONDING WITH IMO RESOLUTION A.851(20))

Identification system: WETREP

Followed by a two-letter abbreviation for the identification of the report: SP (sailing plan), FR (final report) or DR (deviation report).

Information that must be reported:

- A: Vessel identification (vessel name; callsign; IMO identification number and MMSI number)
- B: Date/time
- C: Position
- E: True course
- F: Speed
- G: Last port
- I: Next port and estimated time of arrival
- P: Type of oil cargo, quantity, degrees and density
- Q: Only in the event of there being shortcomings or insufficiencies in normal navigation
- T: Address of the cargo supplier
- W: Number of persons aboard
- X: Any information applying to these tankers
 - characteristics and estimated quantity of used bunker oil for tankers holding over 5000 tonnes of bunker oil
 - Navigational condition (for example making way, under way, difficultly manoeuvrable etc ...)

ANNEX 4. VESSEL TRAFFIC SERVICES, RCC, COASTAL RADIO STATION OR OTHER FACILITIES TO WHOM THE REPORTS MUST BE SUBMITTED (GEOGRAPHICAL POSITIONS REFER TO THE WGS 84)

Position coordinates

BELGIUM

MRCC Ostend: 51°14' N 002°55' E

Tel: +32 59 70 10 00

Tel.: +32 59 70 11 00

Fax: +32 59 70 36 05

VHF: 16, 67

MF: 2182 kHz

MMSI: 00 205 99 81

Email: mrcc@mrcc.be

FRANCE

MRCC Gris-Nez: 50°52' N 001°35' E

Tel.: +33 3 21 87 21 87

Fax: +33 3 21 87 78 55

Telex: 130680

Inmarsat-C: 422799256

VHF: 16, 70

MMSI: 002275100

MRCC Corsen: 48°25' N 004°47' W

Tel.: +33 2 98 89 31 31

Fax: +33 2 98 89 65 75

Telex: 940086

Inmarsat-C: Nil

VHF: 16, 70

MMSI: 002275300

IRELAND

MRCC Dublin

Tel: +353 1 6620922/23

Fax: +353 1 6620795

Email: mrccdublin@irishcoastguard.ie

Communications may be sent to MRCC Dublin via:

MRSC Valentia (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 21 4401950, or

+351 21 4401919 (for emergency only)

Fax: +351 21 4401954

Telex: 60747 P.

Email: mrcllisboa@netc.pt

SPAIN

MRCC Madrid 40°24' N 003°43' W

Tel: +34 91 7559133

Fax: +34 91 5261440

Telex: +5241210, +5241224

Email: cncs@sasemar.es

MRCC Finisterre: 42°42' N 008°59' W

Tel: +34 981 767500

Fax: +34 981 767740

Telex: +5282268, +5286207

Email: finister@sasemar.es

VHF: 16 & 11

MF: 2182 kHz

MMSI: 002240993

MRCC Bilbao 43°20'.8 N 003°01' W

Tel: +34 944 839286

Fax: +34 944 839161

Email: bilbao@sasemar.es

VHF: 16 & 10

MMSI: 002240996

UNITED KINGDOM

Sea Areas A1 and A3 (See the relevant international radio publications)

MRCC Falmouth (Coordinating Station for the United Kingdom)

Telephone: +44 (0) 1326 317575

Facsimile: +44 (0) 1326 318342

Inmarsat-C on 423200158

Email: falmouthcoastguard@mcga.gov.uk

Source: MDK - afdeling Scheepvaartbegeleiding - IMO SN/Circ.242

1/62 COMMON NAUTICAL MANAGEMENT (GNB-AREA): REGULATIONS FOR TANKERS THAT REQUIRE A PILOT OR ARE UNDER PILOTAGE

NtM 2020-1/64 cancelled

Due to the doubt that may have arisen regarding which cargo-operations are allowed or not allowed, the previous NtM 2019-01/33E (Bass 036-2017) is replaced by this one.

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 captain to communicate to the GNA in written (gna-scc@vts-schedt.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.

This Bass 015-2019 came into force on 15 February 2019.

Source: GNA Bass 15-2019

1/63 REPORTING PROCEDURE TO THE MRCC IN CASE OF SHIPPING INCIDENTS

NtM 2020-1/65 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 captain sailing inside the search and rescue area must immediately report to the MRCC, that acts as a permanent reporting point:

1° any drowning person and persons in distress at sea;

2° any accident affecting the safety of the vessel and its crew;

This implies every collision or running aground of his vessel, damage, defect or failure to his vessel, 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 channel 16,

b) or on VHF channel 67,

c) or by telephone at the telephone number +32 (0) 59 70 10 00 or +32 (0) 59 70 11 00.

The search and rescue area includes:

1° the territorial sea;

2° the exclusive economic zone, abbreviated EEZ;

3° the sea area located between the low water line from the coast or from the low water drying heights situated within twelve nautical miles from that low tide line, or from the ends of the permanent harbour constructions which extend beyond the low water line, and the high water line.

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

1/64 SAR COOPERATION PLANS - MSC/CIRC. 1079 - BELGIUM

NtM 2020-1/66 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
Act. Director MRCC Ostend
Maritiemplein 3
8400 Ostend
Belgium
dries.boodts@mow.vlaanderen.be

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

1/65 ANCHORING OF DAMAGED VESSELS AFTER AN INCIDENT

NtM 2020-1/67 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: GB 03-2005

1/66 FIRING PRACTICE IN THE AREA LOMBARDSIJDE: GENERAL REGULATIONS

NtM 2020-1/68 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-CHANNEL 67. The radio station is manned during artillery practice between 0800 h and 1530 h. At the end of the artillery practice the text on the panel will be made invisible.

Source: Ministerie van Defensie - Nieuwpoort

1/67 NIEUWPOORT: SEAWARD FIRING PRACTICE - SMALL, MEDIUM AND LARGE AREA

NtM 2020-1/69 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 19 December 2020 until and including 05 January 2021
- from 13 until and including 21 February 2021
- from 03 until and including 18 April 2021
- from 13 until and including 16 May 2021
- 24 May 2021
- from 12 June until and including 12 September 2021
- from 30 October until and including 07 November 2021
- 11 November 2021
- 15 November 2021
- from 18 December 2021 until and including 02 January 2022

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)2 44 23 726.

Source: Ministerie van Defensie - Nieuwpoort

1/68 NORTH SEA: BELGIAN NATIONAL EXERCISES AREA FOR NAVAL VESSELS (BNOM)

NtM 2020-1/70 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: MRP 2020 -2026; Ministerie van Defensie - Marinecomponent

1/69 ZONE FOR THE DESTRUCTION OF EXPLOSIVES

NtM 2020-1/71 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

1/70 BELGIAN COASTAL ZONES FOR MINE LAYING, MINE DETECTION AND MINE SWEEPING PRACTICE

NtM 2020-1/72 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: MRP 2020-2026; Ministerie van Defensie - Marinecomponent

1/71 DIVING AT SEA: PROCEDURES

NtM 2020-1/73 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, channel 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 Royal Decree of 21 September 2016 concerning the regulatory measures for the protection of the underwater cultural heritage, every dive to a historical wreck must be reported at least 4 hours beforehand to the FOD Mobiliteit en Vervoer. The electronic registration form can be found on <https://es.mobilit.fgov.be/duiken-register/#/duiken>.
This notice is additional to the prior provisions for diving at sea.

Source: MDK - afdeling Scheepvaartbegeleiding; FOD Mobiliteit

1/72 BELGIAN TERRITORIAL SEA - CONTINENTAL SHELF - EXCLUSIVE ECONOMIC ZONE: DISCOVERIES AT SEA

NtM 2020-1/74 cancelled

From 1 June 2014, it is mandatory to report discoveries at sea to the Governor of West-Vlaanderen via gouverneur@west-vlaanderen.be or via the website www.vondsteninzee.be.

It includes all the discoveries of which it can be presumed to be underwater cultural heritage. It concerns all discoveries, regardless of the age, in the Belgian territorial sea and all discoveries that have been underwater for more than 100 years in the Belgian Continental Shelf and the Belgian Exclusive Economic Zone.

Underwater Cultural Heritage	Position	Protective measures
West-Hinder	51°22,878'N 002°27,134'E	- 15m around wreck: line fishing, anchoring and dredging prohibited - 40m around wreck: trawl fishing prohibited
HMS Wakeful	51°22,730'N 002°43,360'E and 51°22,711'N 002°43,350'E	-
Rests wooden vessel	51°14,779'N 002°55,383'E	20m around wreck: anchoring and dredging prohibited
Wreck site at Buiten Ratel sandbank	51°14,432'N 002°30,191'E	12,5m around wreck: anchoring and dredging prohibited
HMS Brilliant	51°15,200'N 002°56,721'E	35m around wreck: line fishing, anchoring and dredging prohibited
SS Kilmore	51°23,730'N 002°29,790'E	45m around wreck: line fishing, anchoring and dredging prohibited
U-11	51°20,550'N 002°52,075'E	- 30m around wreck: line fishing, anchoring and dredging prohibited - 30m around wreck: trawl fishing prohibited
't Vliegent Hart	51°29,519'N 003°06,873'E	15m around wreck: anchoring and dredging prohibited
Torpilleur Branlebas	51°13,007'N 002°37,707'E	15m around wreck: trawl fishing prohibited
H.M. Motor Launch 561	51°13,820'N 002°52,873'E	10m around wreck: trawl fishing prohibited
UB-29	51°22,898'N 002°37,214'E	-

Source: Kabinet gouverneur West-Vlaanderen

1/73 BORDER CONTROL OF THE EXTRA-SCHENGEN PLEASURE NAVIGATION

NtM 2020-1/75 cancelled

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

1. Pursuant to Articles 5,19,20 and sections 3.2.5 and 3.2.6 of Annex VI of Regulation (EU)2016/399 of the European Parliament and the Council concerning a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code), pleasure boats **coming from** a third country (non-Schengen):
 - a. must enter a port designated as a border crossing point: Antwerp, Ostend, Zeebrugge, Nieuwpoort, Ghent or Blankenberge. Entry must occur during the opening hours of the border crossing point;
 - b. must upon arrival **immediately** report to the border crossing point of the authority responsible for maritime border control, i.e. the Shipping Police (see Annex 1 for contact information and opening hours).
 - c. **As from 15 July 2020**, The **Federal Police website** makes it possible to create the declaration form for pleasure boating automatically and in a digital secure manner and to forward it to the competent border control authority (SPN).

Use of this online platform is strongly recommended and 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

All further communication regarding and processing of the notification form is therefore only done electronically!

- d. A paper report (and therefore also a paper receipt report) is not excluded - although strongly discouraged - since the online report form - both for pleasure craft and for the Shipping Police - is much more convenient in all respects and above all faster. Anyone who completes it online from now on, will receive an electronic receipt notification much faster.
 - e. In the event of a paper report, the pleasure boatman must hand over to the Shipping Police a document at the latest on arrival, stating all technical data and the names of all persons on board, according to the enclosed model. (see annex 2). When arriving outside the established opening hours (see annex 1 : Nieuwpoort and Blankenberge) please contact respectively the Shipping Police Ostend or the Shipping Police Zeebrugge in advance.
 - f. as long as the vessel remains in the territorial waters of the Schengen Member States, one certified copy of the document referred to under (e) must be kept with the ship's papers. In case of electronic registration, the declarant receives an electronic **confirmation of receipt** and, accordingly, an electronic **traffic clearance** IN or/and OUT.
2. Pleasure boats **departing to** a third country (non-Schengen), have to report at the border crossing post of the Shipping Police of the departure harbor. Electronic notification is also preferred upon departure. If the pleasure boater hands over a paper report on arrival, the document mentioned under 1 (e) must be handed over on departure.
 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-f) 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 article 1/18 of this edition for contact information) 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.
The declaration regarding the passengers is made by lodging the document referred to under 1 (e) with the port authorities. This document is made available to the border crossing point of the Shipping Police no later than the time of arrival.
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 and shall make the document referred to under 1 (e) available to the Shipping Police.
6. According to Regulation (EU) 2017/458 of the European Parliament and the Council of 15 March 2017, (also all people wishing to board on or to disembark a pleasure craft, going to or coming from a third state, must report themselves on their own at the border crossing station of the Shipping Police. They must there, during the opening hours listed in Annex 1, fulfill the necessary formalities before either continuing to travel in the Schengen area or leaving the pleasure craft concerned.
7. Any changes regarding the passengers or the technical characteristics of the pleasure boat must be reported immediately to the border crossing point of the Shipping Police.
8. For more questions, do not hesitate to contact the Shipping Police. You can use the online contact form for pleasure craft via :
www.politie.be/grenscontrole/nl/contact/pleasure-craft
www.police.be/controlefrontalier/fr/contact/pleasure-craft
www.polizei.be/grenzkontrolle/de/kontakt/pleasure-craft
www.police.be/bordercontrol/en/contact/pleasure-craft

Source: Scheepvaart Politie

Annex 1

Border post	Open	Address	Tel.	Fax	E-mail
Antwerp	24/7	SPN Antwerp Blauwhoefstraat 11 2040 Berendrecht	+32 (0) 35460730	no fax	DGA.SPN.ANT.BCP@ police.belgium.eu
Ghent	24/7	SPN Ghent Langerbruggestraat 116 havennr. 1110A 9000 Ghent	+32 (0) 92555140	+32 (0) 2 206 8130	DGA.SPN.GENT.BCP@ police.belgium.eu
Ostend (operating Nieuwpoort outside the opening hours)	24/7	SPN Ostend Natiënkaai 5 8400 Ostend	+32 (0) 59561530	+32 (0) 2 206 8131	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Zeebrugge (operating Blankenberge outside the opening hours)	24/7	SPN Zeebrugge Veerbootstraat 1 8380 Zeebrugge	+32 (0) 50556040	+32 (0) 2 206 8132	DGA.SPN.KUST.BCPZB@ police.belgium.eu
Nieuwpoort (via Ostend outside the opening hours)	07-19	Watersportlaan 13 8620 Nieuwpoort	+32 (0) 158224030	via SPNO	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Blankenberge (via Zeebrugge outside the opening hours)	Contact	Wenduïse Steenweg 2 8370 Blankenberge	+32 (0) 50544007	via SPNZ	DGA.SPN.KUST.BCPZB@ police.belgium.eu
If contact point above cannot be reached, contact:					
MIK Maritime Information Centre	24/7	Marinebasis Zeebrugge Graaf Jansdijk 1 8380 Zeebrugge	+32 (0) 50368103	+32 (0) 24439658	dga.spn.mik@ police.belgium.eu

ANNEX 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	<input type="checkbox"/>	VERTREK DEPARTURE	<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: /	

BEMANNING/CREW

	Familiennaam 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
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Naam en handtekening schipper
 Name and signature skipper

Datum / Tijd / plaats controle
 Date / time / place control

Stempel sectie SPN
 Stamp section Ma RP

*Casco Identificatie Nummer - Hull Identification Number

1/74 ZONE OF THE GNB (COMMON NAUTICAL MANAGEMENT) - PILOT PROJECT: 'PILOT VIRTUAL AIDS TO NAVIGATION'

NtM 2020-1/76 cancelled

A pilot project, 'Virtual Aids to Navigation' is started.

The Virtual Aids to Navigation (AtoN's):

The virtual buoyage is only used where physical buoyage is not possible because of the environment properties, for example, steep sidewalls and/or strong current, or for temporarily occasional purposes.

Virtual Aids to Navigation:

Means that there is no physical marking but only an AIS-symbol!

Virtual marking on navigation equipment:

This marking is projected by AIS on the navigation equipment (ECDIS, radar or computer). The S-52 symbol is displayed on the screen.

In the AIS information, the name of the buoy, the type and the position are shown.



Example AIS info (from OpenCPN)



S-52 AIS buoy symbol

Virtual marking on ENC's and paper charts:

In the electronic charts, there are no symbols charted to avoid confusion with the physical marking. In the regional ENC's, a help line between the AtoN's will be displayed during the pilot project. In the paper charts, a virtual buoyage with special symbols issued by the IHO (International Hydrographic Organisation) is charted (see below).



Further details relating to the virtual Aids to Navigation will be announced by Bass notices.

Source: GNA: Bass 073-2014

1/75 UNITED KINGDOM AND FRANCE: DOVER STRAIT/PAS-DE-CALAIS REPORTING SYSTEM (CALDOVREP)

NtM 2020-1/77 cancelled

1. Area

The Reporting System covers a 65 n mile stretch of the Dover Strait/Pas-de-Calais and is bounded by a line drawn from North Foreland to the border between France and Belgium, and by a line drawn from the Royal Sovereign Tower, through the Bassurelle Lt buoy (50°32,80'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 Trafic (France) and Dover Coastguard (UK) are able to monitor shipping movements and provide improved advice and information about navigational hazards and weather conditions.

3. Contact details

Northeastbound vessels

Call: Gris-Nez Trafic

VHF Channel: Ch 13

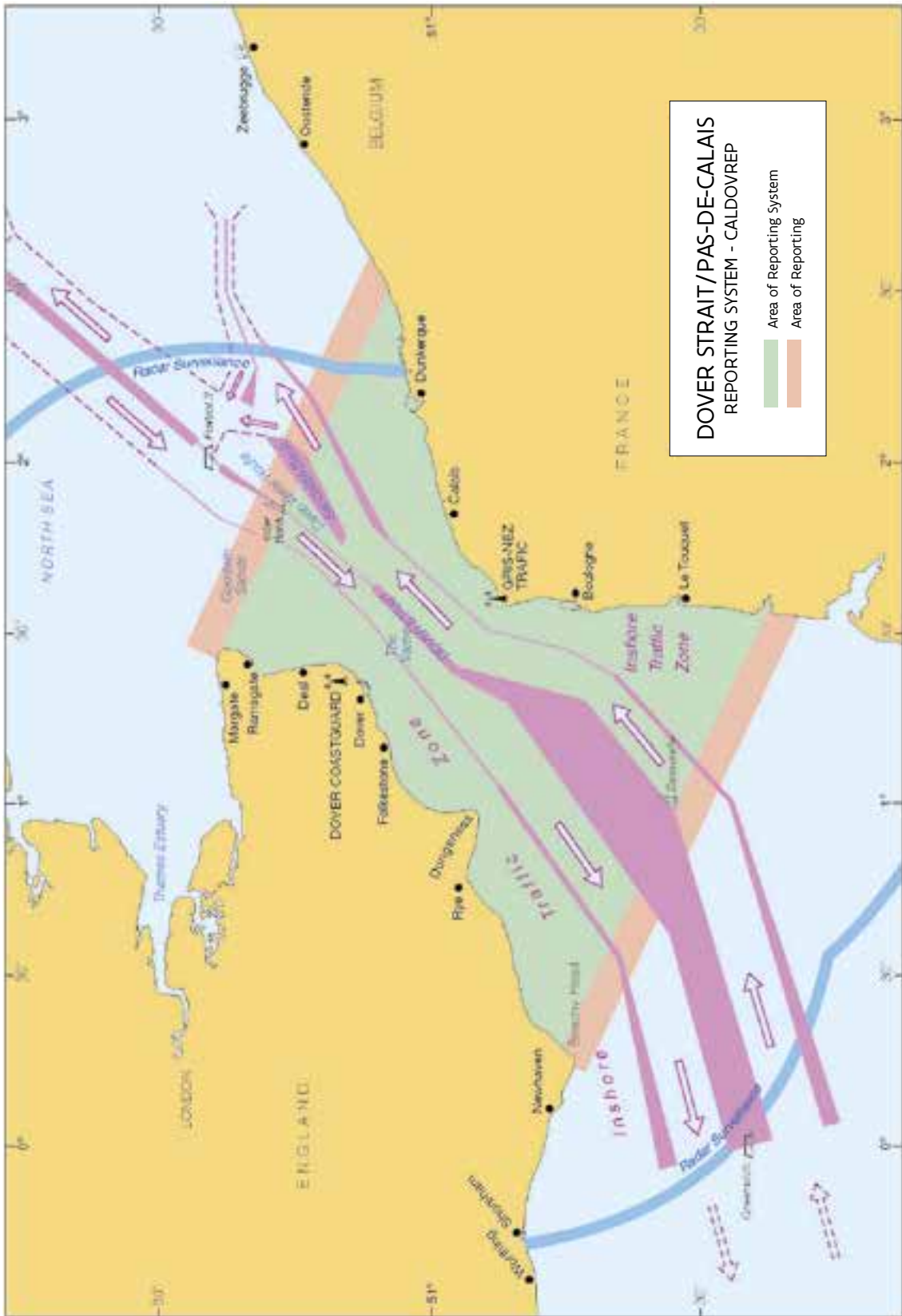
Southwestbound vessels

Call: Dover Coastguard

VHF Channel: Ch 11

4. Hours

24H



**DOVER STRAIT/PAS-DE-CALAIS
REPORTING SYSTEM - CALDOVREP**

- Area of Reporting System
- Area of Reporting

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 n miles prior to crossing the southerly reporting line.
4. **Southwestbound traffic should report to Dover Coastguard** when within VHF range of North Foreland and not later than when crossing the northerly reporting line.
5. Reports to the nearest of the two shore stations should be made on departure from a port within the ITZs of the TSS.
6. Special reporting arrangements can be made on a ship-by-ship basis, subject to approval of both Gris-Nez 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 Channel	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).

Source: UKHO: "List Radio Signals: NP 286(1) 1st editie 2020" - © British Crown Copyright 2015. All rights reserved

1/76 FRANCE - PORT OF DUNKERQUE: VESSEL TRAFFIC SERVICE (VTS)

NtM 2020-1/78 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 Channel: Ch 16 73
Telephone: +33(0)3 28287603
 +33(0)3 28287589 (Maritime traffic controller)
Fax: +33(0)3 28287597
E-mail: harbourmaster@portdedunkerque.fr

Dunkerque Ouest

Telephone: +33(0)3 28287604

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 Ch 13 and with Dunkerque VTS on VHF Ch 73.
2. All vessels in the regulated shipping zone, access channels, the discharge area and the dredging dumping ground are to maintain a continuous listening watch on VHF Ch 73.
3. Notice of ETA: Vessels must advise their ETA at least 48h in advance via agent. The 12h ETA message addressed to the pilotage office must also be sent to the Harbour Master.
4. Vessels must contact Dunkerque VTS on VHF Ch 73 at least 2h before entering the VTS area, and on request, provide the following information:
 - a. ETA at Dyck Lt buoy, at 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 Ch 73 and the Dunkerque Pilot Station on VHF Ch 72.
10. When in the area of the VTS vessels must:
 - a. Keep a continuous radio watch on VHF Ch 73
 - b. Communicate in French or English
 - c. Report any instances of emergency, collision, grounding, fire or any situation affecting vessels manoeuvrability or any environmentally hazardous situation
11. LNG Vessels:
 - a. In addition to the above procedures, LNG vessels must advise ETA at Dyck Lt buoy via the agents to the 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 Ch 73 and Pilotes Dunkerque on VHF Ch 72, 2h before arrival at the Pilot boarding position.

Note:

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

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1/77 SAILING ALONE ON THE BENEDEN-ZEESCHELDE

NtM 2020-1/79 cancelled

The following rules are laid down:

Article 1

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 Royerssluis 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 9 March 2007 on crew regulations on shipping routes of the Kingdom of Belgium are met.

Article 2

These rules come into force on 15 April 2019.

These rules are placed with explanation in the Belgian Official Gazette.

Explanation:

The prohibition of sailing alone on the Western Scheldt is regulated in Article 5.15, first paragraph under a sub 8 of the Inland Shipping Regulation and has already been published in the Government Gazette.

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

1/78 FRANCE (ATLANTIC AND ENGLISH CHANNEL COASTS): SYSTEM DE COMPTES RENDUS DE MOUVEMENTS DES NAVIRES (SURNAV REPORTING SYSTEM)

AREA:

The SURNAV 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 Annex 1 of the International Convention for the Prevention of Pollution by Ships (MARPOL 73)
- (b) Noxious liquid substances as defined in MARPOL Annex 2
- (c) Harmful liquid substances as defined in MARPOL Annex 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 Annex 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 vinylic 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 Channel: Ch 16; 13 79

Telephone: +33(0)3 21872187

Fax: +33(0)3 21877855

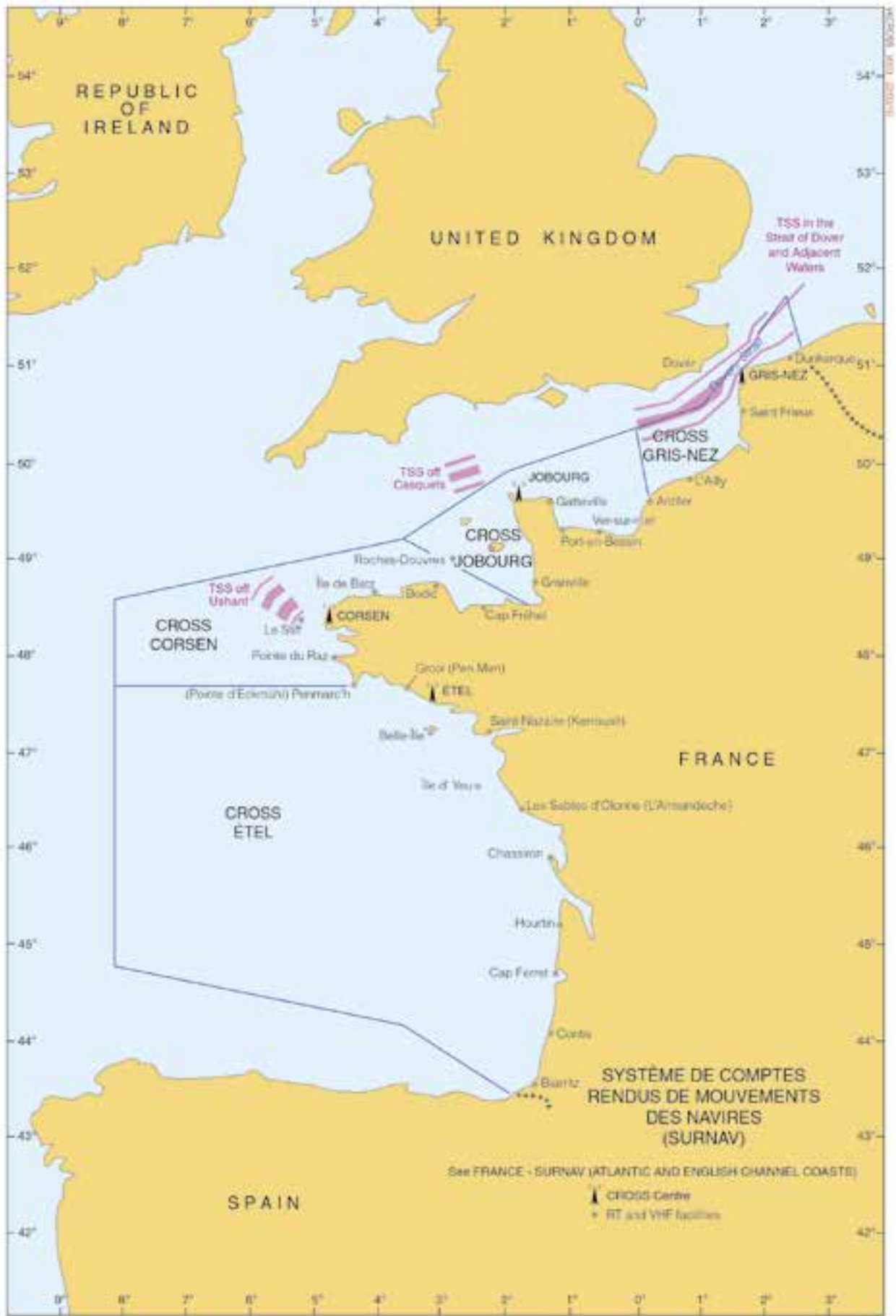
Telex: +42 130680 (CROSSGN 130680F)

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	Koers
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 Ch 70
- (b) VHF Ch 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
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 or 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
<hr/>	
blz	bladzijde(n); page(s)
bps	baud per seconde
BS	Belgian Statute Book
BTV	Bezwaar Tot Vervolg (Suspension to Proceed)
<hr/>	
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
<hr/>	
DAB	Dienst Afzonderlijk Beheer (Separate Management Service)
DGNSS	Differential Global Navigation Satellite System
DGPS	Differential Global Positioning System
dm	decimetre
DSC	Digital Selective Calling
<hr/>	
E	east(ern)
ECDIS	Electronic Chart Display and Information System
EEZ	Exclusief Economische Zone
ENC	Electronic navigational chart
ETA	Estimated time of arrival
ETD	Estimated time of departure
<hr/>	
GB	Gemeenschappelijke bekendmaking (Common Announcement)
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 Syteem (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
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 Coördinatie 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

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