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Notices to Mariners

OSTEND 05 JANUARY 2017 – NR. 01

AGENTSCHAP
MARITIEME
DIENSTVERLENING en
KUST

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NOTICES TO MARINERS

OSTEND 05 JANUARY 2017 NR.01

Bearings are true directions calculated from sea for light sectors.
Lengths in relation to Greenwich.

This is a free translation of the official "Berichten aan Zeevarenden, nr.1
jaargang 2017"

In case of dispute the Dutch text is the only valid copy.

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1/1 NOTICES TO MARINERS

BaZ 1/1 - 2016 cancelled

The Notices to Mariners (BaZ) publish the data necessary for updating the Belgian Sea- and Scheldt charts and the publications issued by the "Vlaamse Hydrografie" (Flemish Hydrography).

Moreover, BaZ Nr 1 of every volume contains general information for the good of shipping.

The publication of every new edition of the nautical publications mentioned will also be announced by the BaZ.

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

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

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

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

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

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

All mariners must:

- follow the general principles concerning the regulations of the shipping traffic as they appear in the annually issued Notices to Mariners nr.1 that each year is promulgated.
- take into account the dispositions applied by the functionaries and employees of the government concerning the safety of the vessels that are not subject to the KB of July 20th 1973 holding shipping regulations.

- observe, regarding the shipping, all notices published by the government, in particular the Notices to Mariners or the urgent notices to mariners (Maritime Safety Information).

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

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

Sightings about buoys, dangers, etc. at sea in the Belgian responsibility zone need to be communicated to the "Kustwacht Oostende" (Oostende Coast Guard) or to the proper traffic centre. If necessary via Oostende Radio over the proper mariphone channels.

NOTES:

- All positions mentioned in this BaZ are in WGS84.
- We ask your attention for:
 - Amended articles: 1/1, 1/2, 1/4, 1/9, 1/10, 1/12A, 1/12B, 1/13B, 1/14B, 1/16, 1/17D, 1/19, 1/28, 1/32B, 1/36B, 1/42
 - Deleted articles: 1/5, 1/27, 1/29, 1/40, 1/41A, 1/41B
 - New articles: 1/5A, 1/5B, 1/8C, 1/13C, 1/27, 1/33E, 1/29, 1/40, 1/41

Source: MDK - afdeling Kust - Vlaamse Hydrografie

1/2 GENERAL SET OF RULES APPLICABLE

BaZ 1/2 - 2016 cancelled

1. Apply for the Scheldt area:

- The shipping regulations Western Scheldt 1990 for the Dutch part of the Western Scheldt
- Shipping traffic law (1988) for the Dutch section of the Western Scheldt
- The shipping regulations for the Lower Sea Scheldt 1992
- The police regulations of the Lower Sea Scheldt 1992
- The general rules for shipping routes of the Kingdom 1935
- General policy regulation on inland waterway traffic (KB of 24 September 2006), based on the European CEVNI (Code Européen des Voies de Navigation Interieure)
- The decree of april 5th 1995 holding approval of the treaty between the Kingdom of the Netherlands, the Kingdom of Belgium and the Flemish Government on the revision of the Regulations for the execution of article IX of the tractate of April 19th 1839 and of chapter II parts 1 and 2 of the tractate of November 5th 1842, as they were adjusted, for the pilotage and the joint supervision on it (Scheldt regulations) and the additional executive decisions.
- The shipping regulations for the Dutch and Belgian part of the canal from Ghent to Terneuzen.
- The shipping regulations for the Brussels - Scheldt canal - 2005.
- Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre.
- K.B. from 11.04.2005 about maritime border control.
- The Joint Announcements in force of the Common Nautical Authorities (GNA) are available on:

www.vts-scheldt.net/default.aspx?path=Berichten/BassOverview_nl

2. To the Belgian territorial sea, coastal ports and beaches:

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

3. Supplements to the general regulation for certain waterways:

Special regulations applicable to certain shipping routes, 1950.

Most of these regulations are available at the federal government's website and can be downloaded: www.mobilit.belgium.be/nl/scheepvaart.

4. Port Police regulations:

Antwerp:

The Communal Port Police regulation 2015 as approved by the city council on 15 December 2014.

Ghent:

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

Zeebrugge:

The regulation port of Zeebrugge, sea channel and the Brugge docks according to KB 20.01.1937.

Ostend:

The Police regulation as approved by the board of Directors of the A.G. Haven Oostende on 21 November 2013 and by the city council of Ostend on 14 December 2013

Source: MDK - afdeling Scheepvaartbegeleiding - DAB Loodswezen

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

BaZ 1/3 - 2016 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 BaZ describes the system created for transmitting official orders and/or directions for Belgian merchant vessels in extra-ordinary circumstances, war dangers or times of war.
2. This system is known as the "BELMAR-SYSTEM" and is declared to be valid by the "Directoraat Generaal Maritiem Vervoer" (General Directorate 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 form

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

2. One of the following callsigns will be used for calling:
 - The collective callsign ONXA for all Belgian merchant vessels.
 - The collective callsign ONXB for all Belgian war and merchant vessels.
 - The international callsigns, (spelled in radiotelephony).
 - The collective callsigns may be followed by a number, indicating that the message is intended for vessels in the MERCAST Area (see ACP149) with the corresponding number. For example: 'ONXA 4' indicates that the message is directed to all Belgian merchant vessels in the MERCAST Area 4 (the North 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 18.31h UTC.
6. AR and VA are used as end of message/broadcast signs.
7. The broadcasts of official messages by radio stations will be preceded by the following introductory words: "Uitzending van BELMAR-berichten bestemd voor alle Belgische koopvaardij schepen" ("Broadcast of BELMAR messages intended for all Belgian merchant vessels").
 This will be followed by messages as described in 1.

3. Procedure

1. The BELMAR messages will be broadcasted on the hours mentioned in point 4.
2. The BELMAR messages will be repeated completely the first 24 hours after the original time of broadcast.
3. A BELMAR list of the messages that apply at all times will be given in every broadcast mentioned in point 4.

This list contains:

- the incoming call
- the identification with n°.
- the date-time-group
- for every single message.

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

1. Oostende-radio

• Radiotelephony

Upon reception, the coast station will immediately send all BELMAR messages to all frequencies in use. Fixed broadcasts and/or repeats will be made on the following times (UTC) and frequencies:

- Medium wave: 0030-0830-1130-1930-2130 on 2484 kHz and 2256 kHz.
- On decametre waveband: 0030(*)-0830-1130-1530-1930 on 8761 kHz (OSU 41)-13095 kHz (OSU 51) and 17278 kHz (OSU 63).
(*) NOT on 13095 kHz and 17278 kHz.
- On the VHF band: 0030-0830-1130-1930-2130 channel 27.

• Navtex

The BELMAR messages will be broadcast immediately upon reception on the international frequency 518 kHz and on the national frequency 490 kHz.

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

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

2. SafetyNET

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

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

5. Special cases

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

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

6. Allied connections

1. In times of tension or crisis an allied network of radio stations will be activated. This organisation is called ALLIED WORLDWIDE NAVIGATION INFORMATION SYSTEM (AWNIS).
2. AWNIS, jointly with the WWNWS, will guarantee the distribution of allied connections. Nothing will be changed to the procedures for the listening watch of 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 BaZ. They will be placed in the chapter “Verbindingen” (“Connections”) of the “Algemene Ouderichtingen ten behoeve van de Gezagvoerders van Belgische Koopvaardij-schepen” (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 in times of war, captains of Belgian merchant vessels may receive a visit from NATO officers. These officers' goal will be to give a fictional briefing to the captains, on the occasion of mooring at a NATO port.

They might also ask a series of questions. The captains can 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 on a financial compensation.

Source: [Ministerie van Defensie - Marine component](#)

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

BaZ 1/4 - 2016 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 out: permanently on 2182 kHz, 3178 kHz, 4095 kHz and 8237 kHz (HF).
 - calls on 3178 kHz will be answered on 2484 kHz.
 - calls on 4095 kHz will be answered on 4387 kHz.
 - calls on 8237 kHz will be answered on 8761 kHz (HF).
- Range: depending on the chosen frequency, time and weather conditions: from 400 up to and more than 1000 nautical miles.
- Callsign: OSU

2. Radiotelefonie VHF (zendklasse F3E)

- Channels for announcing and broadcasting of safety messages:
 - announcing on emergency channel K16
 - the first broadcast of a safety message will also be announced via VHF DSC K70 (DSC = digital selective calling system)
 - broadcasting: on K27
- Listening out: permanently on K16 and K27 (working channels for commercial traffic: K63, K78 and K85). For the shipping traffic on the Scheldt towards the Belgian harbours of Antwerp, Ghent and Brussels, there is a permanently watch keeping on VHF K16 and K24. (working channels for commercial traffic: K7, K27 and K81)
- Range: about 35 nautical miles.
- Callsign: OSU

3. DSC – Digital Selective Calling

- Via the Digital Selective Calling (DSC), a distress alert can be sent out on VHF-channel 70 and on MF 2187,5 kHz, which is received on a screen. Oostende Radio permanently listens out on both frequencies.
- DSC-number of Oostende Radio for VHF and MF is 002050480.
- DSC-number of Oostende Radio for VHF in Antwerp is 002050485.

4. Broadcast of maritime safety information (MSI): weather forecasts and gale warnings, pilotage messages, urgent notices to mariners (NX)

- RADIOTELEPHONY:
 - for announcing:
 - on MF 2182 kHz in English and in Dutch.
 - on VHF K16 in English and in Dutch.
 - on VHF DSC K70 and MF DSC 2187,5 kHz only for the first broadcast.
 - for broadcasting:
 - on 2761 kHz and on VHF K27, first in English, then in Dutch immediately upon reception at the coast station and then after the first H+03 and H+33 or H+33 and H+03.
 - repeated on the fixed hours: 0233-0633-1033-1433-1833-2233 UTC
 - weather forecasts: on 0720 LT , 0820 UTC and 1720 UTC.
 - the broadcasts are always preceded by the security signal: 'sécurité'.
- NAVTEX:
 - **frequency 518kHz**: programming letter T on navtex receiver.
 - For broadcasting:
 - 'important': immediately upon reception at the coast station and later as 'routine'.
 - 'routine': following the time schedule letter T: 0310-0710-1110-1510-1910-2310 UTC.
 - weather forecasts at 0710-1910 UTC.
 - broadcasts only in English.
 - **frequency 490kHz**: (national navtex): programming letter B on navtex receiver .
 - Broadcasting following the time schedule letter B: 0010-0410-0810-1210-1610-2010 UTC.
 - Weather forecasts at 0810-1210-1610-2010 UTC.
 - Broadcasts in Dutch.

Source: Ministerie van Defensie – Marine component

1/5A ISPS REGULATIONS

BaZ 1/5 - 2016 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 Upper Maritime Scheldt) the data have to be inserted in APICS.

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

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

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

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

La directive 2010/65/UE impose aux Etats membres de prendre les mesures nécessaires pour accomplir de manière électronique les différentes formalités déclaratives à l'arrivée d'un navire dans un port et, de cette manière, de mettre en place un Maritime Single Window. Dans ce cadre, les renseignements ISPS requis doivent être introduits depuis le 1er septembre 2015 dans les champs obligatoires de l'un des écrans des systèmes d'information portuaires (PCS : APICS, ENIGMA, ZEDIS, ENSOR). Ils sont ensuite transmis de manière électronique à l'autorité compétente et des commentaires seront envoyés par retour dans certains cas (notification d'alerte ou demande de correction d'information). Pour les ports intérieurs (Liège, Bruxelles, les destinations sur le Canal Albert, le Canal Bruxelles-Escaut ou l'Escaut maritime supérieur), les données devront être introduites dans APICS.

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

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

1/5B INTERNATIONAL SANITARY REGULATIONS

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 Upper Maritime Scheldt) the data have to be entered in APICS. This sanitary information has to be provided before calling at the port.

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

En conformité avec l'article 60 de l'Arrêté royal du 29 octobre 1964 relatif à la police sanitaire du trafic international, chaque navire est tenu de communiquer à l'autorité compétente une déclaration de santé. Les renseignements demandés doivent satisfaire à ceux visés par le Règlement sanitaire international de 2005. La directive 2010/65/UE impose aux 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

1/6A NAVAL COOPERATION AND GUIDANCE FOR SHIPPING (NCAGS)

BaZ 1/6A - 2016 cancelled

1. General

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

2. Application

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

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

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

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

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

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

3. Possible communication procedures at NCAGS

NCAGS can contact a merchant vessel through the following procedures:

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

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

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

www.shipping.nato.int

Email: info@shipping.nato.int

Tel.: +44 (0) 1923 95 65 74

Source: Ministerie van Defensie – Marinecomponent

ANNEX

ENVELOPE TANGO (REVISED)

NAVAL COORDINATION AND GUIDANCE for SHIPPING

1. Introduction

Your ship has been consigned to Naval Coordination and Guidance for Shipping (NCAGS) as provided by the Allied Naval Control of Shipping Organisation.

2. Purpose of NCAGS

The purpose of NCAGS is to provide you with information, advice and/or protection in the face of a threat to allied merchant shipping within a region that you may be passing.

3. Acceptance of NCAGS

NCAGS is entirely voluntary for ship owners or operators employing their vessels on a normal commercial basis. It is, however, mandatory for vessels of an allied nation that has consigned its own flag ships to NCAGS, and for ships under charter to military authorities when the requirement for control is written into the charter.

4. Promulgation of an NCAGS Region

Details of the region to which NCAGS will apply will be promulgated by World Wide Navigation Warning Service (WWNWS) message.

5. Requirements of NCAGS

- When first instructed to open Envelope TANGO (Revised) and for each subsequent voyage that will take you through the NCAGS Region:
 - If at sea or in a harbour without an NCAGS Authority Presence prepare and send a SHIP DATA CARD or Format ALFA (see below) message to your National Shipping Authority (or as directed).
 - If in harbour where an NCAGS Authority is present: in these circumstances the NCAGS Authority will send an NCAGS Liaison Officer to collect information about your ship and its intended passage (Format BRAVO: see below).
- This information is to enable the Naval Control of Shipping Authorities to plot your vessel's passage through the NCAGS and thus be in a position to provide advice and/or direction if this should prove necessary. Such advice would be sent either directly to your ship or via a general message (see Para 7 below).

- Unless instructions to the contrary are received from the Naval Control of Shipping Authority (see Para 8 below), masters are then free to continue on their normal passage along the route they have reported and no further action is required by them.

6. Changes to Passage Intentions

If, after the details of an intended passage through an NCAGS have been reported, these details change, the new passage intentions are to be reported by a Passage Amendment (PASSAM) message (see below).

7. Communications

In addition to reporting the communication station that you intend to copy whilst on passage, you may be advised by national authority or by WWNWS message of additional communication requirements. These may be:

- Communication Reporting Gate (CRG). In order that you may receive up-to-date information on the risk to shipping and instructions concerning your transit of the NCAGS, you may be requested to report when you have reached a certain point(s) during your voyage. In these circumstances, details of the requirement will be contained in the message setting up the CRG.
- Advisory Communication Listening Watch. In addition, or alternatively, to the requirements of a CRG, you may be requested to listen to a nominated Coast Earth Station (CES) or Coast Radio Station (CRS) in order to receive messages of an immediate or general nature concerning the situation. In these circumstances, details of the requirement will be communicated to you either directly by national authorities or by a WWNWS message.
- Unless instructions are received to the contrary, the ship's normal communication schedules may be maintained.

8. Shipping Risk Areas (SRAs)

• Purpose

Where an NCAGS is large and the degree of danger within it varies, Shipping Risk Areas (SRA) may be established to delineate areas of higher risk. When an SRA is established, masters, unless directed to the contrary, should proceed as reported in their Format ALFA or Format BRAVO report.

• Diversions

If your voyage will take you through the Shipping Risk Area, you may receive a DIVERSION ORDER message (See Para 10 below) from the NCAGS Commander to either:

- Route you around the SRA.
- Direct you to a Shipping Coordination Point (SCP) to receive further instructions (see Para 9 below).
- Convoys or accompaniment. It may be necessary for allied warships to accompany you, with or without other vessels, through the area, or for convoys to be formed. Should this be necessary, full instructions and briefing will be given to you at the Shipping Coordination Point.

9. Shipping Coordination Points (SCP)

- Purpose

The purpose of an SCP is to provide the means by which ships proceeding into and within the NCAGS may be further briefed on the risk and routing and/or organised for protection. This may include the embarkation or disembarkation of NCAGSLOs for merchant ships transiting a Shipping Risk Area.

- Location:

The location of an SCP will be determined by the designated NCAGS, local geography, and the pattern of normal shipping flow. It is likely to be located at the perimeter of the NCAGS but may be outside it.

10. DIVERSION ORDER Message

Should there be a need for the NCAGS commander to divert you from your present or future track through the NCAGS, he will send you a DIVERSION ORDER message. DIVERSION ORDER messages are only applicable whilst you are within an NCAGS. The first words of the text will be the identifier "DIVERSION ORDER" followed by:

- The reason for the diversion.
- The position or time at which the diversion is to take place.
- New positions through which the ship is to pass.

11. Advice from Allied Warships

Allied warships or military aircraft may offer advice to any allied merchant ship at sea at any time. Under NCAGS they may only give orders to merchant ships whilst within the NCAGS.

12. On Leaving the NCAGS

You might be requested to send a confirmation of leaving the NCAGS, and are then free to resume your planned passage.

NCAGS INFORMATION FORMS

SECTION I - SHIP DATA CARD

1. The Ship Data Card (SDC) is one of the principal methods by which NATO gathers data on shipping. A SDC may be requested at least 24 hours prior to entering the Area of Operations (AOO) and then, if possible, every six hours until departure from the AOO.
2. As a general rule a SDC should be kept as short as possible and be limited to essential information only. In normal circumstances data identified in the format with bold type will suffice.
3. The form is divided into four sections:
 - a. Section A covers basic details of the vessel.
 - b. Section B covers details of the current voyage.
 - c. Section C covers details of the vessel's operator.
 - d. Section D covers cargo data.
4. Dates and Times should be entered either by the date followed by a four digit time in the 24-hour clock (18 Oct 10 2100 Universal Time Coordinated (UTC) or a Date Time Group (DTG) (see Para 5).
5. The NATO method of expressing time and date is contained within a DTG which is written in the following manner: DDHHHHTIME ZONE MMM YY. Therefore, a DTG written as 182100Z JUL 10 describes a time of 2100 UTC on the 18 July 2010. NATO units routinely describe UTC as time zone 'ZULU' abbreviated to 'Z'.
6. Format to be used:
[Section A - Ship Data:](#)
 - (1) Vessel's name.
 - (2) International Radio Call Sign (IRCS).
 - (3) Type of vessel.
 - (4) Flag of registry.
 - (5) IMO number.
 - (6) Port of registry.
 - (7) Length overall.
 - (8) Vessel's width.
 - (9) Maximum draft for present voyage.
 - (10) Vessel's gross tonnage.
 - (11) Speed:
 - (a) Service speed.
 - (b) Maximum speed.
 - (c) Minimum speed.

- (12) Significant appearance of vessel for optical recognition.
- (13) MMSI (Maritime Mobile Services Identity) Number.
- (14) Name of communication station being copied.
- (15) INMARSAT Telephone numbers.
- (16) INMARSAT Fax numbers.
- (17) INMARSAT Telex numbers.
- (18) INMARSAT Data numbers.
- (19) Other communication means including Email addresses.

Section B - Voyage Data:

- (20) Intended movement - description of passage.
- (21) Last port/country of call including actual date and time of departure from last port.
- (22) Next port of call including Estimated Time of Arrival (ETA) at next port of call.
- (23) Current position.
- (24) Date/time and position entering the region.
 - (a-x) Waypoints of intended track through AOI (date/time-latitudes/longitudes).
- (25) Position and date/time of departing the region.

Section C - Operator Data:

- (26) Name of ship owner/operator including address of ship owner, name of Charterer (if any) and address of Operator/Charterer.
- (27) Email address of the above.
- (28) Telephone number of above.
- (29) Fax number of above.

Section D - Cargo Data

- (30) Quantity and nature of main/relevant cargo.
- (31) Shippers of main/relevant cargo (name and address).
- (32) Origin of main/relevant cargo.
- (33) Consignee of main/relevant cargo.
- (34) Final destination of main/relevant cargo.
- (35) Special queries appropriate to current operation such as "State if any cargo/person is carried being subject to UN sanctions, by YES or NO".
(If the answer to the query is YES, then describe on a separate sheet).

SECTION II - FORMAT ALFA

- 7.** Format Alfa, a voyage/passage report, is an abbreviated form of the SDC. With intelligent data gathering from the Internet, AIS and other sources, there is insufficient operational need for much of the data requirements in the full SDC. Moreover, it is of greater convenience and simplicity for merchant shipping to provide the minimum data provision to match the operational need. The passage/voyage report content and format is as follows and should be returned to the military authority as per the initiating navigation warning.
- 8.** Format to be used:
- (1) Vessel's name.
 - (2) International Radio Call Sign (IRCS).
 - (3) Flag.
 - (4) IMO number.
 - (5) MMSI
 - (6) Inmarsat telephone number.
 - (7) Telex and fax number.
 - (8) Email address.
 - (9) Current position (at time UTC), course and planned passage speed.
 - (10) Waypoints of track through AOI.
 - (11) Next port of call and ETA (UTC).
 - (12) Last port of call.
 - (13) Name and address of ship owner and Operator/Charterer.
 - (14) Helicopter transfer site (if applicable).
 - (15) Crew numbers and nationalities.
 - (16) Hazardous cargo (category) details (if applicable).

SECTION III - FORMAT BRAVO

- 9.** Format Bravo, a daily position report, should be sent when requested by military authorities, but usually once every 24 hours after the initial passage report (Format Alfa).
- 10.** Format to be used:
- (1) Vessels name.
 - (2) IMO number.
 - (3) Current position (at time UTC).
 - (4) Any change to itinerary.

NCAGS PASSAGE AMENDMENT MESSAGE (PASSAM)

1. A message sent by a vessel at sea, to report amendments to its passage involving changes to destination or differences of more than 4 hours steaming from the original passage intentions reported by FORMAT ALFA or FORMAT BRAVO.
2. Unless national directions specify otherwise, PASSAM messages are to be addressed to the National Shipping Authority of the ship's flag or, in the case of chartered shipping, the National Shipping Authority of the chartering nation.
3. The text of the message is to be in format as follows It should contain para 1 and any other paragraphs containing changes to the information previously reported.

NCAGS PASSAM

1. CALLSIGN/SHIP'S NAME.
2. POSITION AND ETA OF ENTERING THE NCAGS
3. INTENDED TRACK THROUGH NCAGS (in lat/long).
4. INTENDED SPEED OF ADVANCE THROUGH NCAGS.
5. NEXT PORT OF CALL.
6. ETA AT NEXT PORT OF CALL, IF PORT IS WITHIN THE NCAGS, OR POSITION AND ETA AT POINT OF LEAVING THE NCAGS.

Source: Ministerie van Defensie – Marine component

1/6B BELGIAN MARITIME THREAT AWARENESS AND REPORTING - BEMTAR

BaZ 1/6B - 2016 cancelled

1. Purpose

BEMTAR informs Belgian flagged ships of the maritime security situation, monitors Belgian flagged ship worldwide and provides threat awareness to Belgian shipping owners.

BEMTAR is the single point of contact for shipping owners, passing questions through to relevant partners and providing the answers within the shortest possible delay.

BEMTAR operates under supervision by the Federal Public service for mobility and transportation (Federale overheidsdienst mobiliteit & transport - FODMOB).

2. What to expect?

BEMTAR will maintain close relationship between Belgian ship owners and Federal agencies concerned with maritime security in order to contribute to improving ships' security

BEMTAR will monitor defined areas around the world and the Belgian flagged ships sailing through them.

The Coordination Unit for Threat Analysis (OCAM/OCAD) provides the threat analyses promulgated by BEMTAR.

The information promulgated by BEMTAR is verified by Federal agencies, and although open sources are monitored in order to be aware of possible rising threats, none of this open source information will be released without prior assessment by those agencies.

A BEMTAR watchkeeper is reachable by mail (routine questions) or by telephone (urgent questions only)

3. Participation

BEMTAR is available on a voluntary basis for Belgian flagged ships only. It is a service provided by the Belgian authorities to Belgian flagged ships. However, the owners are encouraged to signal their will to participate to the BEMTAR service.

4. Information and communication

There are two processes in operation at this time: push and pull.

I. Push process:

When OCAM/OCAD receives information that a certain area at sea may pose a threat to Belgian flagged ships, it issues a Threat analysis report to BEMTAR. This message is classified, so it is translated into an unclassified version ready for promulgation to Belgian shipping owners. The Data and Information Management Service (DIMS), a part of the NCAGS organization, is responsible for the translation.

Once this translation is received, the BEMTAR watchkeeper sends it out to the Belgian shipping owners through their respective CSO's. They are responsible for warning the ships under their management.

Should the threat be of such an imminent character, the shipping owners of the ships in that area are warned by telephone.

Complementing this threat analysis report, every month an information bulletin is sent out by BEMTAR, summarizing the current situation in the different monitored areas.

II. Pull process:

The pull process provides the shipping owners with a tool to enquire information on a certain area in order to maximize their efforts in preparing a ship for safe transit to or through that concerned area. These questioned are not limited to the areas monitored by BEMTAR at that time.

Closing the circle:

In order to help OCAM/OCAD in issuing the most accurate information possible, shipping owners are invited to provide BEMTAR with any relevant information registered and reported by ships passing through an area. BEMTAR will then pass that information on to OCAM/OCAD to be held into account for future analysis.

Live briefings:

In the near future, BEMTAR briefing officers will be available to brief masters of ships that will be going through a certain monitored area, or debrief those coming from a monitored area.

5. Bemtär vademecum

A vademecum is available on demand.

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

6. Contact details

The BEMTAR Watchkeeper can be contacted via:

Email: AFDOPSZEB-BEMTAR@mil.be

Telephone: +32 (0)475/57 19 25

Source: Ministerie van Defensie – Marinecomponent

1/7A RADIO NAVIGATION MESSAGES

BaZ 1/7A - 2016 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, the positioning of the zone coordinator as well as the broadcasting stations have been charted and the data concerning the broadcasting times and frequencies has been recorded in several nautical publications such as the "Admiralty List of Radio Signals - Volume 5 (NP 285) and Diagram A5 (NP 285 a)". Mariners are encouraged to consult one of the aforementioned publications when sailing in one of the affected zones, and to make use of the radio navigation message service.

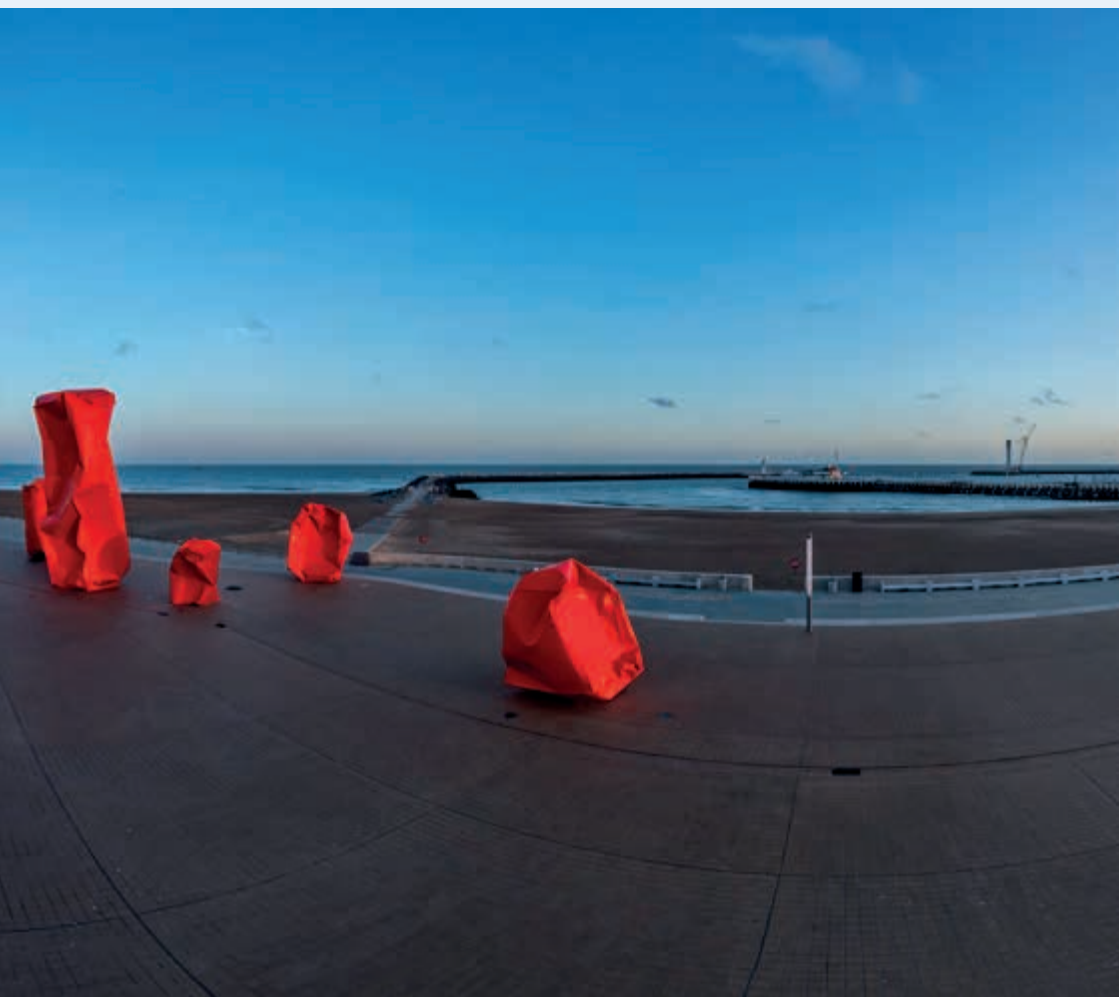
Source: MDK - afdeling Scheepvaartbegeleiding

1/7B RIVER INFORMATION SERVICES

BaZ 1/7B - 2016 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: 09-253.94.71 or e-mail at ris.evergem@wenz.be.

Source: Waterwegen & Zeekanaal NV: BS 18/2007





1/8A WWW.KUSTWEERBERICHT.BE

BaZ 1/8A - 2016 cancelled

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

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

Source: MDK - afdeling Kust - Vlaamse Hydrografie

1/8B WEATHER FORECASTS AND ANNOUNCEMENTS OF STORMY WEATHER AND GALE FORCE WINDS

BaZ 1/8B - 2016 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 Oostende-Radio in both Dutch and English.
4. Ostend Radio will also announce stormy weather and gale force wind over VHF for the Scheldt area.

2. Weather reports

Broadcasting by Oostende-Radio:

IN TELEPHONY: op 2761 kHz and VHF channel 27, in English and in Dutch, after previous announcement on 2182 kHz and VHF channel 16.

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

ON NAVTEX:

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

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

3. Storm reports

1. The announcement will be made when wind speeds of 8 or up are expected, but no earlier than 18 hours before the storm will reach the affected area.
2. Wind changes during the storm will be announced at least 3 hours in advance but no earlier than 6 hours in advance.
3. A message will also be sent when there is no longer any danger of storms.
4. Broadcasts by Oostende-Radio:
In the text of the radio transmissions the wind speed and direction, as well as the affected area and the expected evolution will be mentioned if possible.

The broadcasts will be done:

- **in telephony:** on the same frequencies as the normal weather reports:
 - immediately upon reception at the coastal station.
 - at the end of the first two compulsory periods of silence

The first broadcast will also be announced over DSC (Digital Selective Call) on VHF K 70 and medium wave on 2187,5 kHz

- **via NAVTEX**

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

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

As long as the storm lasts.

5. Broadcasts of storm warnings from wind speed 6 on by Oostende-radio on K24 VHF after previous announcement on K16:
 - immediately upon reception at the coastal station;
 - then twice more at H + 48min

4. Gale force wind warnings

1. The announcement will be made when it is expected that the wind will blow with a force of 6 or 7 for at least three hours, but the announcement will not be made earlier than 12 hours in advance.
2. Report will be made when there is no longer a danger of gale force winds.
3. Broadcasts by Oostende-Radio:
The broadcasts will be made in telephony and over radiotelex-NAVTEX on the same frequencies and times mentioned in subparagraph 4 of the storm reports mentioned above.
The first broadcast will also be announced over DSC on VHF channel 70 and MF 2187,5 kHz
4. Broadcasts of storm warnings from force 6 on made by Oostende Radio:
on K24 VHF after earlier announcement on K16:
 - immediately upon reception at the coastal station;
 - then twice more at H + 48min.

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

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

Source: Ministerie van Defensie – Marinecomponent

1/8C GNB MANAGEMENT AREA: PROCEDURE IN EXTREME WEATHER

BaZ 2016-14/191 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 Gemeenschappelijke Nautische Autoriteit (GNA) can take preventive action in the event of an extreme weather situation as referred to in paragraph 1 forecast by an accredited (meteorological) service.

Article 2

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

Possible measures could include:

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

Article 3

1. The GNA shall contact the port authorities of the respective ports in the Scheldt area to inform them of the measures to be taken in good time before the measures referred to in Article 2 come into force.

During this contact, at least the following matters shall be discussed:

- vessels that are still on the river;
- time of entry into force of the measures to be taken.

2. Partly in the light of the chain approach, from the agreed time of entry into force, in other words during the period of validity of the measures referred to in Article 2 and if these measures so require, the port authorities must contact the GNA for each ship to which the measures apply that leaves the port and for all incoming ships to which the measures apply.

Article 4

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

Article 5

This notification enters into force on 1 August 2016.

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

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

1/9 ACTIONS TO BE TAKEN IN CASE OF A SUBMARINE ACCIDENT (DISSUB - DISTRESSED SUBMARINE)

BaZ 1/9 - 2016 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 of which the beacon has been released. The distress signal of NL submarines will be received by the NL COASTGUARD. NAVY and COASTGUARD will conduct mutual efforts in order to carry out the rescue operation.

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

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

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

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

However, actions of the first ship on the spot are generally of decisive significance to the whole rescue operation.

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

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

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

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

Source: [Dutch Hydrography](#)

1/10 TREATMENT OF MINES AND EXPLOSIVES FOUND AT SEA

BaZ 1/10 - 2016 cancelled

1. Mines, torpedoes, depth charges and/or other explosives sometimes get caught or entwined in trawl nets. This is often the case when trawl net fishing is practiced in areas relatively far away from the Belgian coastline. Despite the fact that these explosives have been submerged for many years they still remain dangerous. Below are a few guidelines that must be followed when picking up such devices.
2. When a suspicious explosive device is spotted in a dredge that is still outboard, it will NOT be dragged aboard. Cutting the dredge is always the safest course of action. If possible this should happen after paying out the trawl net and dragging it away from the regular fishing grounds to more shallow water.
3. When discovering an explosive device with the content of the dredge already on deck, following actions should be taken:
 - The device should be safeguarded from any shocks.
 - The device should be stowed on 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 the fishing ships, the position of the sunken explosive or that of the dredge (beaconed or not beaconed), must always be reported to the MRCC COAST GUARD OSTEND in Oostende (Maritime Rescue and Coordination Centre). The MRCC Ostend will inform on his turn the Maritiem Informatie Kruispunt (MIK), Graaf Jansdijk 1, 8380 ZEEBRUGGE.
5. When a suspicious explosive device is dredged up on a position that is about 2 hours of sailing away from the Belgian coastline, this shall be reported by radio to the MRCC - COAST GUARD OSTEND in Oostende. This report will also include the estimated place and time of arrival of the vessel at the roads. With the port in sight the diver-minesweepers will come aboard the fishing vessel from a navy vessel. The minesweepers will give their advice about the possibility of sailing into port over the radio: for the port of Oostende this

is traffic control, for the port of Zeebrugge this is Port-Control. In this event the fishing vessel will moor at the designated position.

Should the minesweeper be of the opinion that the risk is too great and that defusing should be done at sea or after stranding the ship, the minesweepers will consult the MRCC-COAST GUARD OSTEND and give the appropriate instructions.

6. A ship with an explosive device aboard or in its fishing equipment will warn ships in the environment of this. When the dredge is cut or the explosive has been sunk, this position will also be reported to the ships in the vicinity and to the MRCC COAST GUARD OSTEND. The MRCC Ostend will inform on his turn the Maritiem Informatie Kruispunt (MIK).
7. In no event shall an attempt be made to dredge up a mine and sail into a port with it on personal initiative.

Source: Ministerie van Defensie – Marinecomponent

EXPLOSIVES - ACTION DIAGRAM

Found an Explosive?

- dredged up
- sucked up

On deck

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

Outboard

- put overboard (towards more shallow water) and **beacon it**
 - coast > 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



1/11A PILOTAGE SERVICE AT THE SCHELDT ESTUARIES AND AT THE BELGIAN COASTAL PORTS

BaZ 1/11A - 2016 cancelled

1. General

1. In the Western Scheldt estuaries, in open sea, towards the Belgian ports near the Scheldt and at the canal from Ghent to Terneuzen and vice versa, the pilotage service is ensured in cooperation between Flanders and the Netherlands. Commercial vessels that sail these waters have compulsory pilotage, with the exception of those mentioned in the Resolution of exemption of compulsory pilotage Scheldt regulations (cf. part 1/11B). Only Flemish pilots and the Dutch Register pilots are authorized to provide this service.
2. The compulsory pilotage at the coastal ports of Oostende, Zeebrugge and Nieuwpoort is the exclusive territory of Flemish pilots. Using the pilotage service is compulsory in the shipping waters between the pilot stations and those coastal ports, within those coastal ports and between those coastal ports and the roads next to them, except for vessels that are exempt from compulsory pilotage as mentioned in the executive resolution “intensified compulsory pilotage” of the Flemish pilotage decree (cf. part 1/11C).

2. Pilot vessels and their stations at sea

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

To the west of the Schouwenbank and approximately 1 mile west of the Schouwenbank racon buoy, 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.

3. Coastal pilotage service

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

Source: MDK - DAB IJoodswezen

1/11B RESOLUTION OF EXEMPTION FROM COMPULSORY PILOTAGE SCHELDT REGULATIONS

BaZ 1/11B - 2016 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, Sardijneul 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

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

BaZ 1/11C - 2016 cancelled

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

Chapter I. General Regulations

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

- 1° decree: the decree of April 19th 1995 concerning the organisation and working of the pilotage service of the Flemish Government and concerning the qualification as port pilot;
- 2° minister: the Flemish minister under whose authority the pilotage service falls;
- 3° competent authority: the head of the Agency for Maritime and Coastal Services or any replacement appointed by the head of the agency;
- 4° length: the overall length;
- 5° inland vessel: vessel registered as being such in her country of origin or a ship that only usually sails inland waters or is meant to do so, according to the regulations of the royal decision of August 4th 1981 holding police- and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian Coast;
- 6° estuary shipping: inland vessels that only sail a limited area along the Belgian coast and have been registered as being such in their country of origin;
- 7° fluviomarine shipping: inland vessels that are limited to sailing a particular area at sea and have been registered as being such in their country of origin;
- 8° compulsory pilotage: the obligation of taking a pilot or making use of the shore based pilotage service as meant in article 7, § 1 and § 3, of the decree;
- 9° Pilot Exemption Certificate: a general exemption from compulsory pilotage as meant in article 7, § 2, 3°, of the decree;
- 10° IMDG-Code: the international code for the transport of dangerous cargoes on sea drawn up by the International Maritime Organisation (IMO);
- 11° IBC-Code: the international IMO-code for the building and equipping of ships that carry dangerous chemicals in bulk;
- 12° IGC-Code: the international IMO-code for the building and equipping of ships that transport liquid gas in bulk;

- 13° INF-Code: the international IMO-code of safety prescriptions for the transport of radiated nuclear fuel, plutonium and highly radioactive waste material in barrels aboard a ship;
- 14° Marpol-treaty: the international Treaty for prevention of pollution by ships, with supplements, determined in London at November 2nd 1973, and the Protocol of 1978 with the International Treaty of 1973 for prevention of pollution by ships, with supplement, determined in London on February 17th 1978;
- 15° Dangerous or polluted substances: the substances that are summed up or described in 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 supplements 1, 2 and 3 of the Marpol-Treaty.

Chapter II. Compulsory Pilotage

Art. 2. The vessels, meant in article 2, 1° of the decree are obliged to take a pilot in the following waters:

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

Chapter III. Vessels exempt from compulsory pilotage

Art. 3. Vessels that belong to one of the following categories are exempt from compulsory pilotage, as mentioned in article 2 of this decision:

- 1° inland vessels;
- 2° estuary shipping;
- 3° fluviomarine shipping;
- 4° ships with a length of less than 80 metres;
- 5° ships that are anchored, unless the proper authority makes a different decision;

- 6° ships built for dredging or transporting sand, dredging material or gravel and used for that activity;
- 7° ships owned or managed by the Flemish or Dutch pilotage services;
- 8° ships owned or managed by the Belgian, Flemish or Dutch government.

Art. 4. The directives in Article 3 notwithstanding, vessels -with the exception of inland vessels- must take a pilot in the following circumstances:

- 1° if completely or partially loaded with dangerous or polluting substances in bulk or empty but not yet degassed or cleaned of dangerous residues, with the exception of anchored vessels;
- 2° if part of a pushing convoy, unless the proper authority grants exemption;
- 3° if towed, unless the proper authority grants exemption.

Chapter IV. Persons exempt from compulsory pilotage

Pilot Exemption Certificate

Art. 5. The captain of a vessel is exempt from compulsory pilotage if the captain or an authorized officer leading navigation holds a Pilot Exemption Certificate (PEC).

The minister determines the requirements the candidates must meet in order to receive a Pilot Exemption Certificate. He also determines the conditions under which that Pilot Exemption Certificate may be withdrawn.

Art. 6. A vessel of which the captain holds a Pilot Exemption Certificate still has to take a pilot in the following circumstances:

- 1° when partially or wholly loaded with dangerous or polluting substances in bulk or empty but not yet degassed or cleaned of dangerous residues, with the exception of anchored vessels;
- 2° if part of a pushing convoy, unless the proper authority grants exemption;
- 3° if towed, unless the proper authority grants exemption.

Chapter V. Exceptional cases

Art. 7. If a situation presents itself in which the weather or other circumstances affecting the vessel, shipping or the shipping lanes demand it, the proper authorities can:

- 1° impose compulsory pilotage upon the captain exempt from compulsory pilotage;
- 2° impose compulsory pilotage upon the vessels exempt from compulsory pilotage;
- 3° order the vessel to make use of more than one pilot.

Art. 8. For the general good of shipping and in as much as it does not endanger the safety of the shipping lane, the proper authority may exempt a ship from compulsory pilotage in the following events:

- 1° in the event of an emergency situation;
- 2° in the event it cannot be provided with a pilot within a reasonable amount of time;
- 3° in the event it is making a short voyage between the waters as mentioned in art.2 of this resolution.

Chapter VI. Final remarks

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

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

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

Source: Stafdienst MDK

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

Pilot Request Arrangements Scheldt regulations 2013

BaZ 1/12A - 2016 cancelled

Chapter I. Definitions

Article 1

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

- 1° **Pilot request services:** the operational points of contact of the Flemish and Dutch Pilotage Service, as specified in Annex 1 of this decree, which are responsible for the assignment of pilots;
- 2° **Pilotage point:** pilot's embarkation point at sea;
- 3° **Electronic system for pilot request:** APICS2 information system of the Communal Port Authority of Antwerp, ENIGMA+ of the Ghent Port Authority and Zeeland Seaports, ENSOR of the Port of Ostend (AG), ZEDIS of the Bruges Navigation Company in Zeebrugge (MBZ), and LIS21 of the Flemish and Dutch Pilotage Service;
- 4° **ETD:** Estimated Time of Departure, expected time of departure as indicated by the agent;
- 5° **ETA:** Estimated Time of Arrival, expected time of arrival at the pilotage point as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage point. This time can be modified by the ship's captain;
- 6° **"Pilot required":** the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;
- 7° **Arrival type:** the information indicated by the agent regarding the required route of the voyage for inbound seagoing vessels and a voyage between two ports within the operational area;
- 8° **GTO:** the required time of arrival as indicated by the agent. The vessel will proceed at this time and may be assigned a pilot. This time cannot be changed by the vessel's captain;
- 9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the vessel's captain;
- 10° **BTV:** Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the vessel's captain;
- 11° **Pilot request time:** time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;

- 12° **Pilot order:** a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;
- 13° **Chain operation:** the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;
- 14° **Operational area:** the operational area of the VTS (Vessel Traffic Services)-River Scheldt Region;
- 15° **Means of communication:** electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to vessel captains) from the pilot request services, as specified in Annex 1 of this decree;
- 16° **Harbour Master's Services:** the services specified in Annex 2 of this decree.

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

Article 2

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

- 1° Arrival type ETA: the vessel may proceed upon arrival at the pilotage point. The pilot request time is the same as the specified ETA;
- 2° Arrival type GTO: the vessel may proceed to the pilotage point as from the required time. The pilot request time is the same as the requested GTO;
- 3° Arrival type GTA: the ship has a required time of arrival in the port. The pilot request time is that which has been specified by the Pilotage Service to allow the vessel to proceed in accordance with the required time of arrival;
- 4° Arrival type BTV: the vessel may not proceed.

Article 3

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

5. This article also applies if the vessel's captain wishes to make non-obligatory use of the services of a pilot.
6. This article also applies to vessels which a pilot wishes to board in a location other than the pilotage point.

Article 4

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

Article 5

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

Article 6

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

Article 7

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

Article 8

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

Article 9

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

Article 10

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

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

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

Article 11

1. The agents of Scheldt vessels as well as the agents of seagoing vessels that are not Scheldt vessels must report the pilot order no later than three hours prior to the pilot request time via the electronic system of the port of departure or via LIS21.
2. Within the same time span as specified in paragraph 1 above, the agent indicates via the 'pilot required' status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.
3. For a voyage between two ports within the same operational area, the agent of the port of departure always specifies the ETD berth, but only once it has been settled with the agent of the port of arrival that the voyage between the two ports can be made without delay.
4. In ports with tidal berths, if the harbour master's office communicates the RTD berth to the pilot request service at least three hours in advance via 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 point, port of destination within operational area or new berth after being shifted;
 - 6° Date, pilot request time or ETD berth (behind the locks);
 - 7° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
 - 8° Name of the agent;
 - 9° Length overall;
 - 10° Width overall;
 - 11° Current maximum draught in fresh water (in decimetres);
 - 12° Maximum navigational speed;
 - 13° Current freeboard (in decimetres) or freeboard height of the pilot's door (if present);
 - 14° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay.
2. When any change is made to the RTD lock or RTD berth, the agent will report at least the following information via the electronic system:
 - 1° Name and IMO number of the vessel;
 - 2° Adjusted RTD lock or RTD berth (pilot request time);
 - 3° Notes.
3. If a pilot order is cancelled, the agent will at the very least report the following information to the pilot request service:
 - 1° Name and IMO number of the vessel;
 - 2° Pilot order to be cancelled;
 - 3° Notes.

Chapter IV. Sequence for supplying a pilot

Article 17

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

Article 18

The following vessels are always provided with a pilot on a priority basis, even if this results in a delay to the provision of pilots to vessels having a valid pilot request time:

- 1° Vessels in distress;
- 2° Tide-dependent or current-dependent vessels;
- 3° Vessels for which a deviation in the pilot request time applies by order of a competent authority.

Chapter V. Additional formalities

Article 19

If the vessel calls at a Flemish or Dutch port for the first time and/or there has been a change in the vessel information, the following documents must be submitted (preferably in electronic form) to the Flemish Pilotage Service, Boulevard de Ruyter 2, 4381 KA Vlissingen, Netherlands; e-mail: info@loodswezen.be, fax: +31 (0)118 42 45 27:

- 1° Copy of the Wheelhouse Poster (IMO resolution 601(15));
- 2° Copy of the Pilot Card if the Wheelhouse Poster is not available.

Article 20

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

Chapter VI. Emergency procedures

Article 21

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

Article 22

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

BIJLAGE 1

Contact information for pilot request services

Antwerp pilot request service

Flemish agency for Maritime Services and Coast
Separate Management Service Pilotage
Tavernierkaai 3
2000 Antwerp, Belgium

Phone (24 hrs.)	+32 (0)3 222 08 65 +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

Flemish Agency for Maritime Services and Coast

Separate Management Service 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

Flemish Agency for Maritime Services and Coast

Separate Management Service 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
Fax (24 hrs.)	+32 (0)50 35 78 12
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

Flemish Agency for Maritime Services and Coast

Separate Management Service 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:	03 205 21 82 - 83 - 84 - 85
Fax:	03 205 20 25
E-mail:	HAV_HKD/HVL/ACC@haven.antwerpen.be
Website:	www.portofantwerp.com

GHEENT Harbour Master's Office

Address:	J. Kennedylaan 32, 9042 Ghent, Belgium
Harbour Master's phone:	09 251 04 57
Fax:	09 251 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:	050 54 32 40
Lock Master's phone:	050 54 32 31
Fax:	050 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:	059 34 07 11
Fax:	059 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:	+ 31 115 64 74 44
Fax:	+ 31 115 64 74 45
E-mail:	hd.zeelandseaports.com
Website:	www.zeelandseaports.com

Source: DAB Loodswezen

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

Pilot request arrangements Pilotage Decree

BaZ 1/12B - 2016 cancelled

Chapter I. - Definitions

Article 1

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

- 1° **pilot request services:** the operational points of contact of the Flemish Pilotage Service, who are responsible for the assignment of pilots, as specified in Annex 1 which has been included with this decree;
- 2° **Pilotage point:** pilot's embarkation point at sea;
- 3° **electronic system for the pilot order:** APICS2 information system of the Communal Port Authority of Antwerp, ENIGMA+ of the Ghent Port Authority NV, ENSOR of the Port of Ostend (AG), ZEDIS of the Bruges Navigation Company in Zeebrugge NV and LIS21 of the Flemish and Dutch Pilotage Service;
- 4° **ETD:** Estimated Time of Departure, expected time of departure as indicated by the agent;
- 5° **ETA:** Estimated Time of Arrival, expected time of arrival at the pilotage point as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage point. This time can be changed by the captain;
- 6° **“pilot required”:** the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;
- 7° **arrival type:** the information indicated by the agent regarding the required route of the voyage for inbound sea-going vessels and a voyage between two Flemish ports;
- 8° **GTO:** the required time of arrival as indicated by the agent. The vessel will proceed at this time and may be assigned a pilot. This time cannot be changed by the captain;
- 9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the captain;
- 10° **BTV:** Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the captain;
- 11° **pilot request time:** time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;
- 12° **pilot order:** a series of actions carried out by the agent in an electronic

port system or in the LIS21 in accordance with port regulations;

- 13° **chain operation:** the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;
- 14° **means of communication:** electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to captains) from the pilot request services, as specified in Annex 1 which has been included with this decree;
- 15° **Harbour Master's Services:** the services specified in Annex 2 which has been included with this decree;
- 16° **competent authority:** the Shipping Assistance Division of the Agency for Maritime Services and Coast;
- 17° **RTD:** Requested Time of Departure. This is the planned time of departure of a vessel from a given point.

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

Article 2

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

- 1° arrival type ETA: the vessel may proceed upon arrival at the pilotage point. The pilot request time is the same as the specified ETA;
- 2° arrival type GTO: the vessel may proceed to the pilotage point as from the required time. The pilot request time is the same as the requested GTO;
- 3° arrival type GTA: the vessel has a required time of arrival in the port. The pilot request time is that which has been specified by the Pilotage Service to allow the vessel to proceed in accordance with the required time of arrival;
- 4° arrival type BTV: the vessel may not proceed.

Article 3

- 1. The agent of a vessel must report the ETA for the pilotage point Wandelaar no later than six hours prior to the pilot request time via the electronic system of the port of destination or via LIS21.
- 2. Within the same time span as specified in paragraph 1 above, the agent indicates via the "pilot required" status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.
- 3. The agent also indicates the arrival type and arrival time in the case of GTO or GTA both for piloted and for unpiloted vessels. The agent chooses between the four arrival types specified in Article 2, only one of which can be active at any given time.

4. A pilot order is only valid if the ETA, the “pilot required” status and the arrival type/arrival time have been indicated. If these three conditions are not met, the vessel may be delayed. Any change made to these three conditions will result in an amended pilot order.
5. This article also applies if the captain wishes to make non-obligatory use of the services of a pilot.
6. This article also applies to vessels which a pilot wishes to board in a location other than the pilotage point.

Article 4

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

Article 5

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

Article 6

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

Article 7

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

Article 8

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

Article 9

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

Article 10

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

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

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

Article 11

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

Article 12

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

Article 13

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

Article 14

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

Article 15

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

Article 16

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

Chapter IV. - Sequence for supplying a pilot

Article 17

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

Article 18

The following vessels are always provided with a pilot on a priority basis, even if this results in a delay to the provision of pilots to vessels having a valid pilot request time:

- 1° A vessel in distress;
- 2° A tide-dependent or current-dependent vessel;
- 3° A vessel for which a deviation in the pilot request time applies by order of the competent authority.

Chapter V. - Additional formalities

Article 19

If the vessel calls at a Flemish port for the first time and/or there has been a change in the vessel information, the following documents must be submitted (preferably in electronic form) in advance to the Flemish Pilotage Service, Boulevard de Ruyter 2, 4381 KA Vlissingen, Netherlands; e-mail: info@loodswezen.be, fax: +31 (0)118 42 45 27:

- 1° Copy of the Wheelhouse Poster (IMO resolution 601(15));
- 2° Copy of the Pilot Card if the Wheelhouse Poster is not available.

Article 20

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

Chapter VI. - Emergency procedures

Article 21

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

Article 22

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

Annex 1

Contact information for pilot request services

1° Antwerp pilot request service

Flemish Agency for Maritime Services and Coast

Separate Management Service Pilotage

Tavernierkaai 3

2000 Antwerp

Tel. 24/7:	+32 (0)3 222 08 65
	+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

Flemish Agency for Maritime Services and Coast
Separate Management Service 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

Flemish Agency for Maritime Services and Coast
Separate Management Service 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
Fax (24/7):	+32 (0)50 35 78 12
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:	03-205 21 82 - 83 - 85
Fax:	03-205 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:	09-251 04 57
Fax:	09-251 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:	050-54 32 40
Lock Master's phone:	050-54 32 31
Fax:	050-54 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:	059-34 07 11
Fax:	059-34 07 10
E-mail:	Harbour.Master@portofoostende.be
Website:	www.portofoostende.be

Source: DAB Loodswezen

1/13A WESTERN SCHELDT - FLUSHING ROADS: SPECIAL SIGNALS CONCERNING THE PILOTAGE

BaZ 1/13A - 2016 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 (pilotage in stormy weather conditions). If the service provided by the pilotage at the pilot station Wandelaar, Steenbank or the Flushing Roads, is modified due to (weather) conditions, then the following signals will be shown using day and night lights.

1. Pilotage in stormy weather conditions

Storm pilotage West post

Storm pilotage North post

For all vessels



one green light



one red light

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

Only for not-SWATH-operable vessels



two green lights next
to each other



two red lights next
to each other

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

2. Roads service not available

For all vessels

one red light above one green light



For ships at anchor

one green light above one red light



Source: GNA: Bass 022-2013

1/13B REMOTE PILOTING (LOA) IN THE EVENT OF PILOTAGE IN STORMY WEATHER CONDITIONS

BaZ 2016-08/132 cancelled

Chapter I

GENERAL REQUIREMENTS AND ALTERNATIVES DURING REMOTE PILOTING CONDITIONS

Article 1 General

1. At the time of communication, and prior to entering the VTS operating area, the captain/traffic participant of a ship requiring piloting is made aware of the options at the retired “normally operational pilotage platform”.
The following options may be presented to the ship provided it is eligible:
 - a. Pilotage with a Swath vessel.
 - b. Remote piloting.
 - c. Wait offshore (moving or anchored).
2. The captain/traffic participant is asked a number of questions via marine VHF radio relating to manoeuvrability, equipment, communication and any particulars to enable the request to be assessed for piloting purposes.
3. Dutch or English is used for communication between the captain on board and the remote pilot during remote piloting, 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 remote piloting on request if this ship is covered by the authorization policy and if the remote pilot agrees.
5. Remote piloting is provided until the pilot is on board and has taken over navigation advice.
6. Acceptance of remote piloting by the captain is regarded as satisfying the requirements of compulsory pilotage.
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 remote piloting.

Article 2 Obligations of the captain during remote piloting

1. The captain/traffic participant immediately confirms and reiterates receipt of any advice as expressed in Article 6 of the remote piloting Scheldt Regulations decree.
2. The captain/traffic participant notifies the remote pilot immediately of when and how he is deviating from advice provided by the remote pilot.

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

1. Those ships that fail to meet the criteria set out in Article 6, paragraph 2 and for the Oostgat Article 9, paragraph 2 of this Joint Notification.
2. Ships loaded with materials as described in annex 1 paragraph 1, 2 and 3 of the Western Scheldt Shipping Regulations 1990 (SRW).
3. Gas tankers categorised as a "Joint Notification 02-2009 Article 3" ship (Voyage Plan IMO2 ship).
4. Ships categorised as such by the Common Nautical Authority (GNA).

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

1. Ships loaded with or empty of materials as referred to in annex 1, paragraph 4 of the Western Scheldt Shipping Regulations 1990, except tankers empty of CO₂.
2. Ships loaded with - therefore not empty of (i.e. only pertains to loaded ships) - materials other than those referred to in paragraph 1 in bulk covered by MARPOL annex 1, 2 or 3.
3. An exemption from the ships referred to in paragraphs 1 and 2 may be granted if the criteria of the annex to this Joint Notification are met.

Article 5 Waterways excluded from remote piloting

1. Upstream of the Vlissingen roads, incl. the Ghent-Terneuzen canal, no remote piloting is provided.
There is also no "pre-sailing - pre-piloting" from a piloted ship.
2. The "Westrond" route.
3. Inbound ships coming "Westrond" that meet the criteria for the Scheur/Wielingen waterway may, if accepted by Radar Pilot Zeebrugge, receive remote piloting from the vicinity of the NE-Akkaert buoy.

Chapter II

THE SCHEUR/WIELINGEN WATERWAY, CRITERIA AND THE TRAFFIC CENTRES FROM WHICH REMOTE PILOTING IS PROVIDED

Article 6 Inbound

1. Remote piloting is provided for eligible shipping on the following stretches:
buoy A South /A North - Vlissingen Roads and buoy NEA - Vlissingen Roads.
2. The criteria for the remote pilotage ship are:
 - Length overall not more than 175 m.
 - Maximum draught not more than 80 dm.

Article 7 Outbound

1. If the roads service has been suspended, the pilot cannot be swapped. In that case, if the pilot on board is not authorised for the sea stretch, remote piloting may be provided under certain conditions on the stretch as specified in Article 6 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 8 Traffic Centres

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

Wandelaar

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

Zeebrugge

Call sign:	Radar Pilot Zeebrugge
Boundary:	The area enclosed by the buoys A1-bis/NE Akkaert/Westpit/W4 - W5
VHF:	# 69

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

Vlissingen

Call sign:	Radar Pilot Vlissingen
Boundary:	the area enclosed by the buoys W4 - W5/OG 17/Roads of Vlissingen or to pilot on board
VHF:	# 14

Chapter III

THE STEENBANK WATERWAY - OOSTGAT APPROACH, CRITERIA AND THE TRAFFIC CENTRES FROM WHICH REMOTE PILOTING IS PROVIDED

Article 9 Inbound

1. Remote piloting is provided for eligible shipping on the Schouwenbank buoy - Westkapelle stretch. The pilot vessel shall 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 remote piloting ship are:
 - Length overall not more than 125 m;
 - Maximum draught not more than 64 dm.
3. Remote piloting is provided on the Schouwenbank buoy stretch as far as the position where the pilot vessel can safely place the pilot on board, allowing him to take over navigation advice.
4. "Pre-sailing - pre-piloting": if the pilot vessel cannot safely place the pilot on board the ship (with the criteria specified in paragraph 2), the ship may obtain piloting advice from a pilot on another ship, as far as Vlissingen roads. A pilot on another ship may only give advice 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 11, communication by the remote 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 10 Outbound

No outbound remote piloting is provided for the Oostgat.

Article 11 Traffic Centre

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

Steenbank

Call sign:	Radar Pilot Steenbank
Boundary:	Schouwenbank buoy - Northern Oostgat approach
VHF:	# 64

Article 12 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 IV

FINAL PROVISIONS

Article 13 Special circumstances and exceptions

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

Article 14 Evaluation

The Standing Committee shall regularly evaluate this notification.

Article 15 Entry into force

This notification enters into force on 1 May 2016.

The BaZ 2016-01/13B (Joint Announcement 05/2012) will be cancelled when these requirements come into effect.

Source: GNA: Bass 025-2016 – GB 02-2016

ANNEX TO JOINT NOTIFICATION 02-2016

Ships that are eligible for Remote Piloting as referred to in Article 4.

Seagoing ships excluded from sailing under remote piloting:

- Seagoing ships as described in Article 4, paragraph 1 and 2 of this notification, unless they satisfy the following conditions.

CONDITIONS:

1. Remote - IMO ship list

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

2. An application must have been submitted

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

Common Nautical Authority (GNA) VTS-Scheldt Area,
Commandoweg 50,

4381 BH Vlissingen.

Fax: +31(0)118-467700.

E-mail: GNA-SCC@VTS-SCHELDT.NET

The following information must be provided:

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

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

The GNA may refuse to consider applications submitted less than 24 hours before the ETA Steenbank or Wandelaar for the visit in question. The GNA may request proof on a random-sample basis of information provided, such as the frequency of visits with the captain/traffic participant concerned.

3. There must be a positive assessment.

The following criteria are used for the assessment:

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

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

- Maximale diepgang niet meer dan voor:

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 8 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 24 voyages on one of the stretches specified below, in or out or a combination of the two.
 - c.** The stretches are:
 - o Wandelaar - Vlissingen roads
 - o Steenbank - Vlissingen roads

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

4. Administrative procedures.

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

1/13C INDICATION OF LOCATIONS FOR REMOTE PILOTING

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

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

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

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

the following additional provisions are laid down:

Article 1.

Remote piloting from the shore for the Common Nautical Management Area shall be carried out from the following locations:

- Vlissingen traffic centre
- Zeebrugge traffic centre

Article 2. Entry into force

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

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

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

BaZ 1/14A - 2016 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 Lower Sea Scheldt;

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

Article 1. Fairways:

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

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

Article 2. Main fairways:

Main fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the Lower Sea Scheldt are:

- the Oostgat;
- the Sardijngeul;
- the Dutch part of the Wielingen;
- the part of the Flushing Roads area marked as prevention area;
- the Honte;

- the Drempel van Borssele;
- the Pas van Terneuzen;
- the Gat van Ossensisse;
- the Overloop van Hansweert;
- the Zuidergat;
- the Bocht van Walsoorden;
- the Overloop van Valkenisse;
- the Nauw van Bath;
- the Pas van Rilland;
- The Lower Sea Scheldt from the Belgian - Dutch border up to the Upper End of the Rede van Antwerpen, with exception of the lock channels and the Deurganck Dock.

Article 3. Secondary fairways:

Secondary fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the Lower Sea Scheldt are:

- All other fairways including "complementary routes inland shipping/pleasure shipping" not pertaining to the main fairways mentioned in Article 2.

Article 4. Buoyage and beaconing changes:

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

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

BaZ 2016-09/141 cancelled

Article 1. General:

- a. Parallel routes next to the main fairways are additional routes primarily intended for inland vessels and recreational shipping and are fairways in the sense of art. 2 paragraph 2, part d of the Shipping Regulations Western Scheldt 1990 and belong to art. 2 of BaZ 2016-1/14A (GNA Joint Notification 08-2011).
- b. The names for the parallel routes along the main fairways start with the letter "F" (for "Fietspad") followed by the number of the nearest lateral marking and are marked with special markings in accordance with the IALA recommendations.
- c. The designation of the main and secondary fairways are described in BaZ 2016-1/14A (GNA Joint Notification 08-2011) and does not influence the priority situation.
- d. Where it is safe and feasible to do so, and in accordance with art. 9, paragraph 1 of the Shipping Regulations Western Scheldt 1990, shipping in the parallel routes must navigate in the same direction as shipping in the laterally marked main fairway.
- e. If good seamanship so requires, part d may be derogated from in order to avoid unsafe situations.

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

- a. **At the location of the Pas van Borssele**, the "Fietspad" will be marked by: F9 - F11 - F13 - FPVT.
- b. **Between the Braakmanhaven and the Hoek van Ossenis**, 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.
- c. **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.
- d. **At Konijnenschor**, the "Fietspad" will be marked by: F60 - F62 - F64A - F64B - F66.
- e. **From the Pas van Rilland in the direction of Schaar van Ouden Doel**, the "Fietspad" will be marked by:

On the green side of the main fairway: F81A - F81B - F83 - F83A - F83B - F85 - F85A.

Article 3. Entry into force:

This BaZ article enters into force on 01 May 2016.

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

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

Explanation

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

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

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

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

1/14C ANCHORAGE AREAS, ANCHORING POSITIONS AND ANCHORAGE ZONES

BaZ 1/14C - 2016 cancelled

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

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

Recommended anchorage areas:

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

Article 2. Western Scheldt and its estuaries

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

1.1 Anchorage area Westhinder

This area is bordered by the lines:

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

1.2 Anchorage area Oostdyck

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

1.3 Anchorage area Schouwenbank

This area is bordered by the lines:

From position:	51°44,65'N	003°18,32'E (buoy SB-anchor South)
To	51°46,25'N	003°16,80'E
To	51°50,24'N	003°23,76'E
To	51°48,03'N	003°24,39'E (buoy SB-anchor East)

1.4 Wielingen-North

This area is bordered by the lines:

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

1.5 Wielingen-South

This area is bordered by:

- * the meridian passing through the extinguished light 'Kruishoofd'
- * the line through buoys: W7 - W9 - Songa
- * the line through buoy 'Songa' and the head of the western jetty of the Veerhaven Breskens
- * the line along the Zeeland-Flemish coast

1.6 Flushing Roads

This area is bordered by the lines:

- * joining the tower of the Reformed Church in Breskens and from the buoy ARV-VH up to position 51°25,19'N 003°34,16'E
- * from position: 51°25,19'N 003°34,16'E up to the buoy SS1
- * joining the buoys/barrels: SS1 - SS3 - SS5
- * joining the buoys/barrels: SS5 - ARV3 - ARV1 - ARV-VH

1.7 Eastern part of Flushing Roads (see above)

This area is an integral part of the entire Flushing Roads anchorage area (1.6) and is bordered by the lines:

- * from the western port light of the outer harbour Flushing over the buoy ARV3, from position: 51°25,31'N 003°36,29'E up to the buoy ARV3
- * from position: 51°25,31'N 003°36,29'E to the buoy SS1
- * joining the buoys/barrels: SS1 - SS3 - SS5
- * joining the buoys/barrels: SS5 - ARV3

1.8 Springergeul

This area is bordered by the lines:

- * joining the buoys/barrels: A1 - 17
- * joining the buoys/barrels: 17 - 19 - 21
- * joining the buoys/barrels: 21 - A5
- * joining the buoys/barrels: A5 - A3 - A1

1.9 Marlemon

This area is bordered by the lines:

- * joining the buoys/barrels: MA1 - NvB-MA
- * joining the buoys/barrels: NvB-MA - MA7 - MA5
- * joining the buoys/barrels: MA5 - MA3 - MA1

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

2.1 Within the anchorage area: Wielingen-South, east of the small port of Nieuwe Sluis

Anchorage area Wielingen - South (W.Z.): 51°25,00'N 003°33,00'E
With a radius of 500 metres.

2.2 In the Everingen:

Everingen A: 51°24,172'N 003°44,239'E
With a radius of 500 metre.
Everingen B: 51°23,87'N 003°45,15'E
With a radius of 400 metre.
Everingen C: 51°23,63'N 003°45,83'E
With a radius of 400 metre.
Everingen D: 51°23,38'N 003°46,53'E
With a radius of 400 metre.
Everingen E: 51°23,12'N 003°47,23'E
With a radius of 350 metre.

2.3 In the Put van Terneuzen:

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

3. Rules for occupying the anchorage areas mentioned in sub 1 and 2:

- 3.1** All vessels (also those without dangerous cargo) can only come to anchor after having obtained authorization from the Common Nautical Authority (GNA). This authorization can be subject to regulations.
- 3.2** Gastankers, governed by Article 3 of the Joint Announcement 02-2009 'Transport of dangerous substances with gastankers to and from the Scheldt ports' (so-called large gas vessels), must in case they have already started their voyage in the GNA Control Area and, in consequence of force majeure, cannot observe the provisions laid down in Article 3 of the Joint Announcement 02-2009, come to anchor at a position indicated by the Common Nautical Authority, which preferably will be: as far west as possible

in the Wielingen-North anchorage area, or if that berth is unoccupied, in the Everingen, position 'A'. The Common Nautical Authority can grant exemption from this or establish complementary regulations.

- 3.3** Vessels loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Annex 1 of the Shipping Regulations Western Scheldt 1990, with exception of the gas tankers mentioned in Article 3 of the Joint Announcement 02-2009 and vessels loaded with substances, mentioned in Annex 1 under sub 1 and 2 of the Shipping Regulations Western Scheldt 1990, must exclusively come to anchor in the anchorage area Wielingen-North, whenever it is necessary.
- 3.4** Vessels with a length smaller than or equal to 110 m loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Annex 1 of the Shipping Regulations Western Scheldt 1990 and do not enter into the category of vessels mentioned in sub 3.3, can, in case of difficulties of nautical or meteorological nature, come to anchor in the anchorage area Eastern part of the Flushing Roads (1.5) or another anchorage area. The vessel can only come to anchor after having obtained authorization from the Common Nautical Authority.
- 3.5** Tide-dependent vessels, with a draught of 140 dm or more, and which cannot come to anchor in the Flushing Roads due to their draught (see sub 1.4), are obliged to come to anchor in the Wielingen-South area, east of the small port of 'Nieuwe Sluis' (see Art. 2, sub 1.3).
- 3.6** In special cases, an anchorage area in the Everingen or in the Put van Terneuzen will be assigned by the Common Nautical Authority.
- 3.7** Except for emergency cases, a vessel loaded with substances, mentioned in Annex 1 in sub 1 and 2 of the Shipping Regulations Western Scheldt, cannot come to anchor in the control area of the Common Nautical Authority, except for the anchorage areas Schouwenbank (1.3) and Westhinder (1.1).

Article 3. Lower Sea Scheldt

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

- 1.1 After having obtained authorization, vessels can come to anchor at the following anchorage areas, while the specific anchorage area is always assigned by the GNA through the traffic centre Zandvliet:
- a) in the 'Schaar van de Oude Doel':
 - i. Between the buoys 85, 85a & 87, just south of the buoy line, in the white sectors of Zuid-Saeftinghe and North Ballast. The green sector of N-Ballast gives the shallow part in Schaar van Ouden Doel. A yellow buoy 'P' marks the southern border of the anchorage area.
 - b) under the left bank, south of the line of lights of Liefkens-hoek:
 - i. South of the line of lights of Liefkenshoek and Kruisschans, upward of Haltermann jetty up to the buoy 97. The line of lights of Liefkenshoek (283°) and the line of lights of Kruisschans (112°) provide guidance here.
 - ii. Do not come to anchor over the Liefkenshoektunnel.
 - c) under the right bank, upstream of the 'Meestooft' beacon, provided that:
 - 1° in this anchorage area, sea-going vessels must come to anchor as close as possible to the right bank, and
 - 2° in the southern part of this anchorage area, other vessels must also come to anchor as close as possible to the right bank.
 - i. Under the right bank, across from the 'Meestooft' beacon up to no. 94. In the line of lights 'Ankerplaats Meestooft' 039°. Draught restrictions apply to this anchorage area, which must always be requested before dropping anchor at the traffic centre Zandvliet.
 - d) under the left bank, south of the line of lights of 'Oosterweel':
 - i. South of the line of lights 'Oosterweel' and upward of the buoy 116 up to the boundary of the green and white in the beacon of the Royers lock. A sinker runs diagonally across the anchorage area, marked by an anchoring prohibition sign (pipeline) that is illuminated at night.
 - e) under the left bank 'Antwerp Roads':
 - i. Between the Staatssteiger and the former Bonaparte lock, under the left bank.
- 1.2 Undiminished the provisions of Art. 3 sub 1, part 3 up to and including 5, sub 2 and sub 3, part 2, a vessel can drop anchor in the section of the Lower Sea Scheldt located between the extension of the straight line drawn through the two directional posts placed at approximately 1 km upstream of the southern end of the quays of Antwerp, and the extension of the straight line drawn through the directional posts of the 'Boomke', provided that:
- 1. sea-going vessels must come to anchor at the rim of the navigation channel, and
 - 2. other vessels must drop anchor as close as possible to the bank.

- 1.3 In the interest of safe shipping, the Common Nautical Authority can assign the anchorage areas, mentioned in art. 3, sub 1, parts 1 and 2, for the vessels indicated by the Common Nautical Authority.
- 1.4 In any case it is forbidden to drop anchor in the section of the Lower Sea Scheldt referred to in sub 1, part 2:
1. between the centre of the navigation channel and the right bank from the southern boundary of the Lower Sea Scheldt up to the straight line drawn from the sector light 150 m west of the western head of the access channel up to the Royers lock;
 2. in the zone, at the south, bordered by a straight line running parallel at a distance of 200 m upstream with the straight line connecting the southern ends of the pontoons located on both river banks (former Sint-Anna ferry), and, at the north, by a straight line running parallel at a distance of 200m downstream with the straight line connecting the northern ends of these pontoons.
- 1.5 In the section of the Lower Sea Scheldt, located between the zone laid down in sub 1, part 4, item 2 and a straight line drawn diagonally across the river at the north side of the building of the pilotage service, only sea-going vessels with a length overall of 90 m or less can come to anchor provided the Common Nautical Authority grants authorization. Sea-going vessels, with a length overall of more than 90 m having the Upper Sea Scheldt as a destination or sailing down the Upper Sea Scheldt and which must perform pilot operations or customs, immigration and other formalities, must come to anchor on the Oosterweel roads to that end.
- 1.6 Undiminished the provisions in sub 1, part 1, vessels in the Lower Sea Scheldt can come to anchor downstream of the directional posts of the 'Boomke'. Except when it is impossible, they drop anchor as close as possible to the rim of the navigation channel in such a way that thoroughfare is not hindered.
- However it is forbidden:
1. To stay or to drop anchor in front of or close to harbour entrances, berths and also in bends or lines of light, or in the vicinity of one of those places so that other vessels are hindered;
 2. For vessels with little draught to come to anchor in the navigation channel
- 1.7 It is forbidden to come to anchor at the side of the fairway, where the sign is installed comprising of a square white sign with red rim and red diagonal running from the left-hand top corner to the right-hand bottom corner, on to which there is a black anchor with the shaft pointing upward.

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

- 2.1 On the Lower Sea Scheldt, three strips of the river are intended for mooring or anchoring of vessels owned by the State, vessels for assistance and security services and recreational vessels.
- a) The northern strip is located between the left river bank and the extension, in northern direction, of the east rim of the pontoon of the left river bank (former Sint-Anna ferry) and between that pontoon and the directional line of two beacons installed on the left bank north of the said pontoon. This strip is exclusively intended for mooring or anchoring state-owned vessels and recreational vessels.
 - b) The centre strip is located between the left river bank and the extension, in southern direction, of the east rim of the pontoon of the left river bank (former Sint-Anna ferry) and between that pontoon and the directional line of two beacons installed at approximately 375 m upstream of that pontoon. This strip is exclusively intended for mooring or anchoring state-owned vessels and vessels for assistance and security services.
 - c) The southern strip is located along the left river bank, between the southern boundary of the centre strip and the directional line of two beacons installed upstream of said southern boundary. To the axis of the southern strip demarcated by two or more light buoys. This strip is intended for mooring or anchoring recreational vessels.
- 2.2 All other vessels than those referred to in sub 2, part 1 are prohibited to be in the abovementioned river sections. However, recreational vessels can sail in these river sections to enter or leaving the marina. However, other vessel can moor or drop anchor in the southern strip with the authorization of the Common Nautical Authority.

3. Other rules:

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

Source: GNA: Bass 011-2013 - GB 02-2013

1/14D UNINTERRUPTED SUPPLY OF ELECTRICAL POWER FOR VESSELS IN NARROW FAIRWAYS IN THE SCHELDT AREA

BaZ 1/14D - 2016 cancelled

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

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

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

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

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

Baz 1/14E - 2016 cancelled

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

Then the following rules are established:

Article 1

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

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





1/15 LOWER AND UPPER SEA SCHELDT: PERMISSION TO MOOR

BaZ 1/15 - 2016 cancelled

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

Left bank		right bank
Phenolchemie	51°17,87N-4°16,88E	
Haltermann	51°17,67N-4°17,51E	
Bayer	51°16,31N-4°18,29E	
Kallo Industries	51°16,26N-4°18,22E	
BP Chemicals	51°14,67N-4°20,12E	
Lanxess Afwaarts	51°14,44N-4°20,52E	
Lanxess Opwaarts	51°14,38N-4°20,68E	
kaai Hye	51°12,15N-4°21,22E	
	51°11,93N-4°21,06E	City of Antwerpen
	51°11,83N-4°20,67E	Castrol
steiger Xella	51°11,69N-4°20,09E	
kaai Argex	51°11,12N-4°19,62E	
steigers Roegiers	51°10,97N-4°19,55E	
	51°10,00N-4°19,87E	quay Umicore
	51°09,02N-4°19,87E	Transcor

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

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

Mooring regulations floating dock Palingplaat:

CARGO VESSELS:

- Mooring prohibited

PASSENGER VESSELS:

- Riverside along the entire length:
 - Only boarding and disembarking passengers, max. 6 hours
 - Maximum allowed mooring width: 15 meter
 - Spending the night at the mooring place is permitted only if applying for and obtaining a written authorization from the Zeeschelde Division

YACHTING:

- River side:
 - 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 Zeeschelde Division 03/224.67.11 or 03/451.30.88.

Source: MDK – afdeling Kust – Vlaamse Hydrografie; WenZ Schelde

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

BaZ 2016-01/2016 and 2016-14/189 cancelled

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

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

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

VHF sectors in VTS Scheldt Area

VERSION 5.1
November 2016

Clear communication on every channel

COMPULSORY REPORTING AND LISTENING WATCH		COMPULSORY LISTENING WATCH
for ALL COMMERCIAL SHIPPING on the TRAFFIC CHANNELS		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.	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.	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 draught destination ETA pilot station	Message: name of the vessel position draught planned route destination for barges carrying one or more blue cones: the number of cones	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.		



Download this folder:
www.vts-scheldt.nl
Questions/remarks:
gna-ssc@vts-scheldt.net
info@vts-scheldt.net



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

Wandelaar approach

VHF 60

traffic centre Wandelaar

pilot Wandelaar

VHF 65

traffic centre Zeebrugge

pilot Zeebrugge

VHF 69

traffic centre Steenbank

pilot Steenbank

VHF 64

traffic centre Vlissingen

VHF 14

traffic centre Temeuzen

VHF 03

traffic centre Hansweert

VHF 65

TRAFFIC CHANNELS (compulsory listening watch)

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

radar Zeebrugge

VHF 04

radar Steenbank

VHF 64

radar Vlissingen

VHF 21

radar Temeuzen

VHF 03

radar Hansweert

VHF 65

RADAR CHANNELS

Navigational assistance (Radar information).
Port information
when there is no specific port information channel available.

Information deep draft vessels on h+30' and h+50'

ALWAYS USE
THE CORRECT VHF CHANNEL
FOR YOUR MESSAGE

EXTRA COMPULSORY REPORTING
FOR ALL COMMERCIAL SHIPPING

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

EXTRA COMPULSORY REPORTING
FOR ALL COMMERCIAL SHIPPING

Before entering the fairway or before crossing the fairway.
When passing Vlissingen Roads.

EXTRA COMPULSORY REPORTING
FOR ALL COMMERCIAL SHIPPING

When entering or leaving the port of Zeebrugge.
After mooring or before departure.

TRAFFIC CHANNEL (compulsory listening watch)

Traffic arrangements ship-ship.
Traffic information - general.
Compulsory reporting.
On leaving port/berth and on passage bridges.

EXTRA COMPULSORY REPORTING
FOR ALL COMMERCIAL SHIPPING

When entering or leaving the port of Zeebrugge.
After mooring or before departure.

EXTRA COMPULSORY REPORTING
FOR ALL COMMERCIAL SHIPPING

When entering or leaving the port of Zeebrugge.
After mooring or before departure.

LEGEND

Dutch Scheldt Shipping
Information Report
with general traffic information.
Every hour + minutes.
h+10'

English Scheldt shipping information with general
traffic information. Every hour + minutes.
Follows directly after the Dutch message
on a different channel as indicated.

Twillo

Fairbank

Wandelaar

Middelkerke

Westende

OOSTENDE

NIEUWPOORT

RECREATIEKANAAL CAÏT

IN THE PORT
OF ZEEBRUGGE
Compulsory ship-ship
No communication reporting

Port 14

A114s

MC6

IE AM

Wegpit

Steenbank

SSA

008

0017

WH

WS

BRESKENS

VLISSINGEN

SLOE

HAISWEERT

buoy 22

DOW jetty

42A

buoy 451

MG17

WALS

OORDEN

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SW100

Antwerpen

Wintam

Gent

Zeebrugge

TERNEUZEN

WALS

OORDEN

HAISWEERT

buoy 22

DOW jetty

42A

buoy 451

MG17

WALS

OORDEN

SW3

SW14

SW4

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French-Belgium border

Wandelaar

Middelkerke

Westende

OOSTENDE

NIEUWPOORT

RECREATIEKANAAL CAÏT

IN THE PORT
OF ZEEBRUGGE
Compulsory ship-ship
No communication reporting

Port 14

A114s

MC6

IE AM

Wegpit

Steenbank

SSA

008

0017

WH

WS

BRESKENS

VLISSINGEN

SLOE

HAISWEERT

buoy 22

DOW jetty

42A

buoy 451

MG17

WALS

OORDEN

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Antwerpen

Wintam

Gent

Zeebrugge

TERNEUZEN

WALS

OORDEN

HAISWEERT

buoy 22

DOW jetty

42A

buoy 451

MG17

WALS

OORDEN

SW3

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SW99

SW100

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
(= before unmooring in lock
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 Saeftinghe on VHF channel 12

Message:
*Name of the vessel
Position*

chartlet not for navigational purposes



Above buoy 100, there is:

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

ship-ship
VHF 10

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

TRAFFIC CHANNEL (compulsory listening watch)

Traffic arrangements ship-ship.
Traffic information - general.
Compulsory reporting.
Before entering the fairway or before crossing the fairway.

Traffic centre Zandvliet
VHF 12



11-30'

RADAR CHANNELS
Navigational assistance (Radar information).

radar Waarde VHF 19	radar Saeftinghe VHF 21	radar Zandvliet VHF 04	radar Kruisschans VHF 66
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PORT OPERATIONS CHANNEL

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

SID Antwerpen
VHF 85

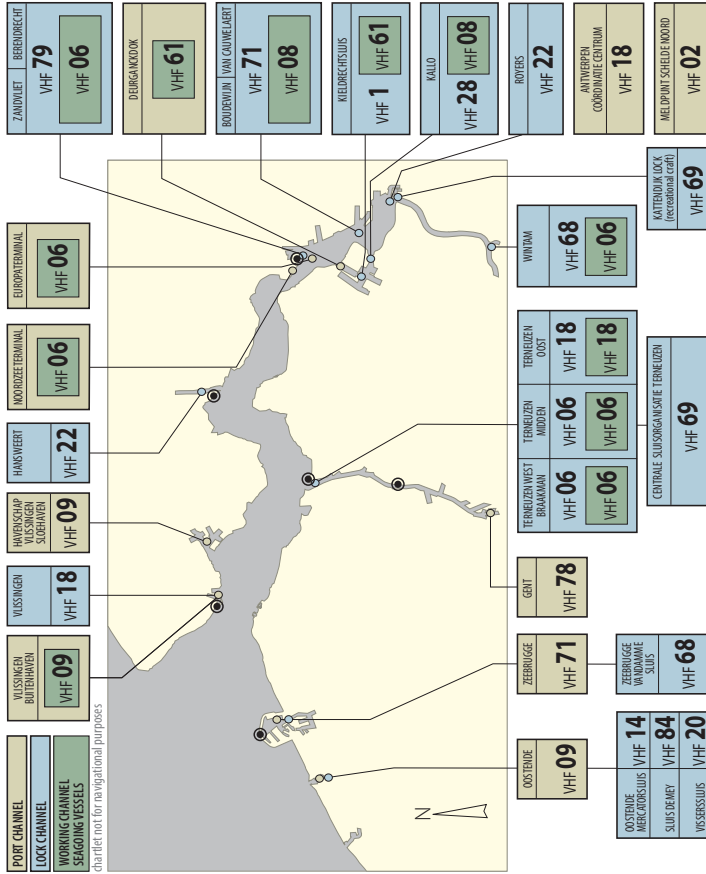
TERMINAL CHANNEL BARGES

Non-nautical information between barges concerning loading/discharging sequences, berthing positions, etc...
This channel is not monitored by the VTS centre.

terminal channel barges

VHF 81

ATTENTION: NOT VTS CHANNELS



MORE INFORMATION?

www.vts-scheldt.net
info@vts-scheldt.net
www.worldvsguide.org



HYDRO-METEO INFO:

www.kustweerbericht.be
www.hymeds.net
marfoonnet.Belgische.binnenwateren@marfoonnet.be
www.binnenvaart.be

Rijkswaterstaat
 Ministerie van Verkeer en Waterstaat



CONTACT DETAILS VTS SCHELDT AREA

● **Traffic Centre Zeebrugge**
 Tel: +32 (0)50 55 08 02
 Fax: +32 (0)50 54 74 00
 Email: vts-zeebrugge@vts-scheldt.net

● **Traffic Centre Vlissingen**
 Tel: +31 (0)118 42 47 90
 Fax: +31 (0)118 47 25 03
 Email: vts-vlissingen@vts-scheldt.net

● **Schelde Coordination Centre**
 Tel: +31 (0)118 42 47 58
 Fax: +31 (0)118 42 47 60
 Email: gna-scc@vts-scheldt.net

● **Traffic Centre Terneuzen**
 Tel: +31 (0)115 68 24 00
 Fax: +31 (0)115 63 06 99
 Email: vts-terneuzen@vts-scheldt.net

● **Traffic Centre Hansweert**
 Tel: +31 (0)113 38 27 51
 Fax: +31 (0)113 38 33 11
 Email: vts-hansweert@vts-scheldt.net

● **Traffic Centre Zandvliet**
 Tel: +32 (0)3 569 91 23
 Fax: +32 (0)3 569 92 48
 Email: vts-zandvliet@vts-scheldt.net

● **Uitkijk Zelzate**
 Tel: +32 (0)9 344 51 64
 Fax: +32 (0)9 372 79 98
 Email: zelzatebrug@vlaanderen.be

1. Introduction

1.1 Users philosophy

- Vessel Traffic Service for the River Scheldt Area (VTS-SGVTS-SG) is an entity of separate services. Its chief task is to supply one product to shipping, namely: to enhance safety and optimize efficiency of shipping traffic and the protection of the environment.
- Within the VTS-SGVTS-SG area all commercial traffic has a duty to report.
- All pleasure craft have a duty to maintain a continuous listening watch if there is a VHF set on board. This entails keeping a listening watch on the appropriate frequencies as described in the MFBI brochure. Pleasure craft having a VHF set on board must be able to be contacted by shipping traffic, but do not have to report as in the MFBI brochure, only upon request of shipping traffic or the VTS-SGVTS-SG Traffic Centre. Pleasure craft may use the services of VTS-SGVTS-SG under the same conditions as commercial traffic, but this should be explicitly requested.
- Commercial traffic are required to maintain a continuous listening watch on the appropriate local frequency.
- Self-Regulating: Self-Regulating, among other things, means that vessels may contact each other directly (without interference of a Traffic Centre) to make traffic arrangements. The Traffic Centre will monitor the feasibility and correct execution of arrangements at all times and intervene if necessary.
- Pro-active: The Traffic Controller contributes to a safe and smooth passage by actively monitoring the traffic flow. As and when the Traffic Controller anticipates bottlenecks or dangerous situations, he/she actively intervenes as to avoid any problems. Thereby the Traffic Controller uses his authority to issue a warning, information, advice or a traffic 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 f.i. 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) decimeters."

2.9.7 Request

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

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

Example: "REQUEST. I need two tugs."

2.9.8 Intention

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

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

Example: "INTENTION. I will reduce speed."

3. VHF frequencies

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

3.1 Traffic Frequencies

- Traffic arrangements
- Traffic information
- Pilot information
- Traffic instructions
- Mandatory reports
- Port information (where no Port information frequency is available)

3.2 Radar Frequencies

- Traffic information
- Navigational assistance
- Mandatory reports
- Port information (where no port information frequency is available)

3.3 Contingency frequency

A contingency frequency is a frequency exclusively reserved to deal with radio traffic during calamities.

The competent authority refers VHF users to the contingency frequency if there is reason for that.

- Contingency traffic

3.4 Port Operations

Information about berths, locks, waiting quays, anchorages, ...

3.5 Other frequencies

- Pilot frequencies
- Port frequency
- Terminal frequency for Inland Barges
- Frequencies for locks/bridges

4. VHF sector layout in VTS-SG

4.1 Traffic area Wandelaar

4.1.1 SECTOR WANDELAAR APPROACH and WANDELAAR

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

- 4.1.1.2 Coverage:
Wandelaar Approach : Belgian-French border from the Flemish coast 51°23.60N 002°19.20E/51°25.95N 002°27.50E across OD1 buoy, 51°19.60N 002°31.50E, Middelkerke Bank buoy to Westende Water Tower on the coast.
Wandelaar from the Westende Water Tower on the Flemish coast, across Middelkerke Bank buoy, 51°19.60N 002°31.50E, OD1 buoy to 51°25.95N 002°27.50E/51°28.75N 002°56.00E via buoy S2 to Obst 14 to the coast.

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

4.1.2 RADAR ZEEBRUGGE

- 4.1.2.1 Call sign:
RADAR ZEEBRUGGE VHF 4

- 4.1.2.2 Coverage:
Coast Belgian-French border to 51°23.60N 002°19.20E, to 51°25.95N 002°27.50E, to 51°28.75N 002°56.00E, to 51°34.6N 003°08.38E (via Westpit buoy), buoys W4, W5, follow coast across the moles heads of Zeebrugge and Ostend to the Belgian-French border.

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

- 4.1.2.4 CHANNELS FOR PILOT SERVICES
- Contact channel Pilotage: WANDELAAR PILOT VHF 65
 - Working channel pilots/SWATH communication channel
Wandelaar Pilot Vessel/Traffic Centre Zeebrugge VHF 6
 - Flemish Coastal Ports VHF 9

- 4.1.2.5 CONTINGENCY CHANNEL VHF 67

4.2 Traffic Area Steenbank

4.2.1 SECTOR STEENBANK

- 4.2.1.1 Call sign:
TRAFFIC CENTRE STEENBANK VHF 64

- 4.2.1.2 Coverage:
From the Walcheren coast via Domburg meridian (003°30.00E) to SBO buoy, via parallel SBO to 51°50.00N 003°08.38E to 51°34.60N 003°08.38 E (via Westpit buoy), buoys W4, OG17/OG8, to the Walcheren coast.

- 4.2.1.3 Functions:
1. Traffic arrangements
 2. General traffic information
 3. Navigation assistance (radar information)
 4. Pilot information
 5. Traffic instructions
 6. Mandatory reports

- 4.2.1.4 CHANNELS FOR PILOT SERVICES
- Contact channel pilots: STEENBANK PILOT VHF 64
 - Working channel pilots/SWATH communication channel
Pilot Steenbank VHF 79

- 4.2.1.5 CONTINGENCY CHANNEL VHF 67

4.3 Traffic Area Zeebrugge

4.3.1 SECTOR ZEEBRUGGE

- 4.3.1.1 Call sign:
TRAFFIC CENTRE ZEEBRUGGE VHF 69

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

4.3.1.3 Functions:

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

4.3.2 PORT AREA ZEEBRUGGE

4.3.2.1 Call sign:

RADAR CONTROL ZEEBRUGGE

VHF 19

4.3.2.2 Functions:

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

4.3.2.3 CHANNELS FOR PILOT SERVICES

- Pilot Service Zeebrugge : PILOT ZEEBRUGGE VHF 9
- Flemish Pilots (communication channel Wandelaar Pilot Vessel/Traffic Centre Zeebrugge VHF 6

4.3.2.4 CONTINGENCY CHANNEL

VHF 67

4.4 Traffic Area Flushing (Vlissingen)

4.4.1 SECTOR FLUSHING (VLISSINGEN)

4.4.1.1 Call sign:

TRAFFIC CENTRE FLUSHING (VLISSINGEN)

VHF 14

4.4.1.2 Coverage:

Buoy W5 via coast to connecting line of buoys 15A and E2A via coast across mole heads of Sloehaven, outer harbour and Michiel de Ruyter harbour to a line connecting buoys OG8, ¼ nm west of OG17, W4, W5 as far as coast.

4.4.1.3 Functions:

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

4.4.2 RADAR FLUSHING (VLISSINGEN)

4.4.2.1 Call sign:
RADAR FLUSHING (VLISSINGEN) VHF 21

4.4.2.2 Coverage:
Buoy W5 via coastline to a line connecting buoys 15A and E2A, to coastline across mole heads of Sloehaven, outer harbour and Michiel de Ruyter harbour, to a connecting line of buoys OG8, 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 SvV14/SvV13,
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 SvV13/SvV14, to South Saeftinge
Beacon/buoy 76.

4.7.4.3 Functions:
Navigation assistance (radar information)

4.7.5 RADAR ZANDVLIET

4.7.5.1 Call sign:
RADAR ZANDVLIET VHF 04

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

4.7.5.3 Functions:
Navigation assistance (radar information)

4.7.6 RADAR KRUISSCHANS

4.7.6.1 Call sign:
RADAR KRUISSCHANS VHF 66

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

4.7.6.3 Functions:
Navigation assistance (radar information)

4.7.7 CONTINGENCY CHANNEL Traffic Area Antwerp **VHF 67**

4.8 AREA UPSTREAM of buoy nr.100

4.8.1 Call sign:
None **VHF 10**

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

Comment: No radar coverage, no traffic information

4.9 Traffic area Ghent - Terneuzen Canal

4.9.1 SECTOR GHENT – TERNEUZEN

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

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	WAP 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 / Westpit	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 Upper Scheldt 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
OG8/Westpit	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
S2/A1 Bis	Ship's name + position + Route (if N-outward)	Westpost	65	Confirmation yawl/swath
ODY	Ship's name + position	WNA	60	

5.3 Participating in a traffic flow

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

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	

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

5.4 Leaving traffic flow

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

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

6.1 Principles

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

- Heights of tides and expected deviations at various points in the area
- Wind direction and speed at the Traffic Centre, storm signals and local wind forecast
- Visibility reports if relevant
- Shipping traffic, unusual circumstances as well as important operations or construction works
- Important deviations of fairway marks
- Depending on Traffic Centre: Pilot information such as side of pilot ladder, embarkation in adverse weather conditions, ...
- Only for Traffic Centre Zeebrugge: Traffic information in working area for Ships with a draft ≥ 140 dm or Ships which cannot maneuvering 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 + 30 minutes (only "Information Deep Draft Ships")
- On channel 69 in English, every hour on the hour + 50 minutes (only "information Deep Draft Ships")

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 river scheldt VTS area

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

7.1 Speech discipline for users of VTS River Scheldt Area

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

7.2 Information Service

- The responsibility for conducting a safe navigation ,lies on board. The traffic participant may gather required information in various ways, among other things, such as listening or making enquiries. In such a case, it should not restrain a Traffic Controller to give unsolicited information to the traffic participant concerned.
- Information given must be correct, relevant, complete and clear.
- The Traffic Controller will inform (a) traffic participant(s) of imminent dangers or risks without delay. This may be done by means of message markers in order to obtain the required result.

- Chapter 4 of these guidelines indicates the functions of the various VHF frequencies. This governs which information will be given on what channel. The Traffic Controller corrects when necessary.
- The colour of side lights is referred to in traffic arrangements. For instance passing green to green or red to red.

7.3 Navigation Assistance Service

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

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

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

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

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

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

7.4 Definitions when giving radar information

- The Traffic Controller ascertains the correct position of the Ship to be informed (so called positive identification).
- Traffic participants must timely indicate that they wish to deviate from their route. Traffic Controllers must react immediately if this is spotted, without having received a report from the Ship.
- Traffic Controllers perform actively (non-passive) in traffic situations to support traffic participants.
- With radar information, a summary is given of the current traffic image, eventually complemented with calculated, expected situations such as meetings and passings, etc. in (passing) distance and time.
- The position of a moving Ship is given by the location of the bow in relation to a point ahead in the fairway, or in bearing and distance. For an immobile ship it is the centre of the track or radar echo as the case may be.
- Passing distance is the distance between the facing sides of the ship involved and the other ship or obstacle, as is at the moment of passing, provided the ground course will be maintained.
- The ground course of a ship is the direction of movement across the ground in relation to True North.
- The distance between two Ships is the shortest distance measured. For meeting Ships, it is the distance bow-bow and for overtaking Ships, it is the distance between bow and stern.
- The distance abeam of a buoy, beacon or obstacle is the distance at right angles with the direction of the fairway, between the bow of a moving Ship to an object.
- The distance to a navigation mark is the shortest distance to this navigation mark (see 5th bullet above).
- The terms in(ward)bound/out(ward)bound are used East of Schone Waardin.
- In approaches and roads, the terms ingoing/ outgoing are used.
- To indicate a position before or past a certain point, the terms upstream (above) or downstream (below) may be used.
- If the Traffic Controller is required to give information in a part of the area with no radar cover or visual sight, then he will make this known to the traffic participant requiring the information.
- Position information will be given with regard to well-known reference points. These points are conspicuous, familiar and can be found on the chart.
- Traffic arrangements between ships, such as passing or overtaking, contravening the current regulations, etc. are made between ships themselves. Usually when passing, reference is made to the colour of the side lights, for instance passing green to green, and while overtaking with reference to the side:

I will overtake you on your port side/starboard side.

- A bearing between two known points is the horizontal angle between True North and the point of bearing. The digits are individually spoken, one by one.
- Distances are given in tenths of kilometres (metres) or nautical miles (or cables). If confusion may arise, digits are spoken separately, f.i. 50 or 15.
- Names of buoys and marks etc. should not be translated and must be spoken as they are marked in the chart, W6 is Whisky 6.
- The transit of buoys means that two consecutive buoys marking a bend in a fairway, are coming in one line with regard to the bow of the Ship.
- Position reports may be given in any of two ways, namely the longitudinal/transversal method or bearing and distance. These reports may be complemented with ground course and speed. Intervals between various reports depend on the traffic image, Ships' speeds, meteorological circumstances, nautical critical points, etc.
- Position reports (longitudinal/transversal method). This is the point to where the ship has progressed in longitudinal direction in the fairway and the transverse distance, measured to the local usual reference line (line of buoys, leading line, the shore, etc.). The transversal distance may also be expressed as 1/3 red, 1/3 green or mid-fairway. If the distance is less than 1/3 of the fairway, the distance should be expressed in metres from the line of buoys. Measuring always refers to the starboard side of the Ship. If this is not possible because of no reference, this should explicitly be reported.
- Position reports (bearing and distance method). This is in regard to the bow of the assisted Ship to a known point. Here ground course and speed may also be given. Should the Ship proceed parallel to the reference line, or deviate from, or approach the reference line, this must be reported.
- Upon request, position reports may be given when anchoring. It must be agreed with regard to which point or to which intended anchor position may be indicated. This could be an anchor position as indicated in the chart, or a position chosen by the Master/Pilot. Information is given as bearing and distance (b/d) from the bow to this anchorage, including ground speed. As a norm for the frequency of reports, the following may be of help:
 - distance more than 1500 m.: b/d every 500 m.
 - distance 1500 - 500 m.: b/d every 200 m.
 - distance 500 to 200 m.: b/d every 100 m.
 - from 200 m.: b/d every 50 m.

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

8. Official language

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

8.1 All shipping

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

8.2 Inland River Cruise Ships

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

8.2.1 Verification

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

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

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

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

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

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

8.2.2 Exception at certain Hydro/Meteo circumstances

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

Source: GNA Bass 140-2016; afdeling Scheepvaartbegeleiding

1/17A WESTERN SCHELDT: SPECIAL AND EXTRAORDINARY TRANSPORTS

BaZ 1/17A - 2016 cancelled

Article 1

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

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

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

Article 2

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

Article 3

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

A. AREA SEAWARD FROM THE PREVENTION AREA

Length of towed object	Min. number of tugboats	Min. number of pilots	Details
< 80 metres LOA	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. The transport must be able to sail through the water at a minimum speed of 6 km/h.
> 80 metres LOA	1	1	The tugboat must be via Wielingen/Scheur suited to act as a port tugboat. The transport must be able to sail through the water at a minimum speed of 6 km/h.
> 80 mtr LOA via	2	1	Tugboats must be suited Oostgat at Westkapelle to act as a port tugboat. The transport must be able to sail through the water at a minimum speed of 6 km/h.
> 125 mtr LOA	2	1	Tugboats must be suited to act as a port tugboat. If necessary, a sea tugboat can be used here when it is sufficiently suited.

B. PREVENTION AREA AND RIVER AREA

Length of towed object	Min. number of tugboats	Min. number of pilots	Details
< 80 mtr LOA	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. The transport must be able to sail through the water at a minimum speed of 6 km/h
> 80 mtr LOA	2	1	Tugboats must be suited to act as a port tugboat.
> 150 mtr LOA	3	2	Tugboats must be suited to act as a port tugboat.

C. CANAL GHENT - TERNEUZEN

Length of towed object	Min. number of tugboats	Min. number of pilots	Details
< 80 mtr LOA	2	1	May sail without a pilot when it concerns tugboats that are suited to act as port tugboats, with captains who have knowledge of the local area. The transport must be able to sail through the water at a minimum speed of 6 km/h.
> 80 mtr LOA	2	1	Tugboats must be suited to act as a port tugboat.
> 150 mtr LOA	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 extra-ordinary transport announces itself at least 1 hour before departure to the competent authorities through the traffic centre of that area. In case the circumstances require so, the competent authority can impose deviating schedules.

E. VISIBILITY LIMITATIONS WITHIN THE MENTIONED AREAS

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

F. SHORE-BASED PILOTAGE

Special and extraordinary transports are excluded from remote pilotage.

2. Depending on the circumstances or technical possibilities, the competent authority can subject the permission to special and complementary rules or deviate from the rules as mentioned in the first sub-section.

Article 4

The request for permission, as mentioned in Article 2, must be done using the Checklist Transport as included in the Appendix to this Announcement. At least 72 hours before arriving at the control area of the Common Nautical Authority, the request must be sent to:

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

Article 5

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

Article 6

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

Source: GNA: Joint Announcement 02-2010

Bijlage bij GB 02-2010
Checklist Transport



Gemeenschappelijke
Nautische Autoriteit

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

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

INFORMATIE BETREFFENDE HET TRANSPORT	

ETA / ETD MELDING			
Datum:		Vertrekhaven:	
ETA/ETD:		Bestemmingshaven:	
Zee traject:	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 Fax.: | Telefoonnummer en faxnummer van de aanvrager invullen. |
| 3- Datum en tijd: | Datum en tijd van verzending. |

2-Bijzonderheden m.b.t. het object

- | | |
|------------------------|---|
| 1- Naam object: | Naam van het object indien geen naam dan bij "informatie betreffende het transport" hierover vermelden. |
| 2- G.T.: | Gross Tonnage. |
| 3- Lengte: | Lengte over alles. |
| 4- Breedte: | Grootste breedte. |
| 5- Diepgang V/A: | Diepgang het van object. Zowel V(oor)- als A(achter)- diepgang vermelden (indien de grootste diepgang van het object niet een der genoemde diepgangen is, dan deze vermelden onder "informatie betreffende het transport"). |
| 6- Hoogte: | De maximale hoogte van het object in meters boven water. |
| 7- 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., V of V/A 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 faxen of e-mailen:

Fax 0031 (0) 118-467700

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

1/17B SCHELDT AND ITS ESTUARIES: OVERSIZED COMMERCIAL VESSELS

Baz 1/17B - 2016 cancelled

Following:

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

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

1. Waterway Oostgat/Sardijneul:

a draught of 7.5 m and over and/or a length of 170m and over.

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

a draught of 10m and over and/or a length of 200m and over.

3. Waterway Lower Sea Scheldt upwards towards the parallel of the Light “Blauwgaren”:

a draught of 8m and over and/or a length of 170m and over.

4. Upper Sea Scheldt:

a draught of 5m or over and/or a length of 115m (LOA) or over.

5. Waterway canal of Ghent to Terneuzen:

a draught of 10m or over and/or a length of 180m (LOA) or over.

Source: MDK DAB Loodswezen – afdeling Scheepvaartbegeleiding; GNA Bass 65-2002 – GB 001-2002

1/17C ARRIVAL PROCEDURE & CHAIN OPERATION VTS-SCHELDEGEBIED

BaZ 1/17C - 2016 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 because of clarity and consistency there is the need for a procedure for drawing up an Arrival Procedure for vessels having a harbour adjacent to the VTS-Scheldt area as her destination.

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

Unequivocal procedures within the VTS-Scheldt area are required.

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

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

Considering the decree Pilot Order Regulation Scheldt Regulations.

The following Procedure Arrival & Chain Operation is established:

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

Article 1. Procedure arrival from Sea

1. The agent always announces the ETA at the pilotage point, or ETA Entry operational area for navigation without a pilot not passing through a pilotage point.
2. The agent announces whether the vessel is proceeding with/without a pilot or partially with a pilot.
3. Furthermore, the agent gives information about the proceeding of the vessel, both for navigation with a pilot and navigation without a pilot. The agent can select from four types of arrivals, of which only one can be actively concurrent:

- 3.1 The vessel is allowed to proceed when arriving at the pilotage point (ETA).
- 3.2 The vessel is only allowed to proceed from the requested time at the pilotage point (GTO).
- 3.3 The vessel has a requested time of arrival in the harbour (GTA).
- 3.4 The vessel is not allowed to proceed (BTv)

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

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

Article 3

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

Hereby the Joint Announcement no. 001/2012 is cancelled

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

Explanation:

The type of proceeding describes how a vessel will proceed:

- Arrival type **ETA**; the vessel will proceed, and the pilot will come on board at the pilotage point, if required (subject to restrictions imposed by the GNA and/or port authorities). In case the master/vessel changes the ETA, the vessel will proceed earlier or later because of this announcement (and the pilot will come onboard, if required).
- Arrival type **GTO**; the agent will announce the requested time of proceeding, the vessel will proceed at that time and the pilot will come onboard, if required (subject to restrictions imposed by the GNA and/or port author-

ities). 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 (CPI);
 - Upper Sea Scheldt: Antwerp Roads;
 - Zeebrugge: Zeebrugge Roads;
 - Ostende: Ostende Roads;
 - Other (Ghent, Terneuzen, Flushing): berth.
- Arrival type **BTV**; the vessel cannot proceed. Any pilot order is cancelled

Remark:

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

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

1/17D ARRIVAL AND DEPARTURE RULES FOR SHIPS WITH A MARGINAL DRAUGHT OR A LENGTH OF 300 METRES OR MORE TO AND FROM ANTWERP

BaZ 2016-08/133 cancelled

General remarks

- The Common Nautical Authority is abbreviated to GNA.
- 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. Requests must be sent to: GNA-SCC@vts-scheldt.net.
- All draughts relate to the greatest/maximum depth and are expressed in decimetres and apply in fresh water 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 authorisation request.
- All ship lengths and ship breadths are expressed in metres and relate to the overall length and the moulded width.
- For reasons of safety and/or according to the capacity of the fairway, and/or based on the information provided by the HA 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 each tide.
- Both for arrivals and for departures, tidal windows are calculated in relation to the measuring points on the river and sea stretch, via the Vaargeul route, using WESP.
- At rising tide, container ships with a minimum keel clearance of 1 metre in the lock chamber may depart from the Zandvliet-Berendrecht complex and the Kieldrechtshuis. In this connection, soundings are taken in the Berendrechtshuis, Zandvlietshuis and Kieldrechtshuis at least four times a year and the soundings are made available digitally for SNMS 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 grant permission in consultation with the HA to derogate from this requirement.
- (FULL) SNMS refers to a navigation system accepted by the GNA.

I. SHIPS WITH A MARGINAL DRAUGHT

I.1. Arriving ships with a draught of 120 dm or more

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

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

I.3. Ships to or from the Kallosluis with a draught of 100 dm or more

These ships are covered by the general requirements.

A maximum permitted ship's length of 275 metres and maximum breadth of 37.65 metres apply for the Kallosluis. Larger dimensions 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: toelatingen.hkd@haven.antwerpen.be

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

II.1. Ships with a length of between 300 and 340 metres and/or a breadth 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 whose trial runs were assessed 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) For a visibility of less than 1000 metres on the sea stretch and/or less than 2000 metres on the river stretch, a decision is taken by the GNA as to whether the voyage can be started or must be postponed after consulting with the service pilot and the VBS-Nautical officer.
- b) For each arrival or departure, written permission must be requested from the GNA 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 with the agreement of the GNA, it is determined within which tidal window this must happen, and this is 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. For the benefit of the GNA the draught must be checked for accuracy, and any derogations must be reported to the GNA.
- e) The pilots' advice regarding the use of tugs must be followed exactly.
- f) When issuing an authorization 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 assumed, and for container ships, 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 framework conditions may be imposed on the arrival/departure.
- g) Depending on the hydrological/meteorological conditions, circumstances relating to the ship, the expected traffic intensity and circumstances relating to the waterway, further conditions may be imposed by the GNA in consultation with the VBS-Nautical officer.
- h) The GNA may, after consulting with the VBS-Nautical officer, impose additional requirements to protect the interests involved. These requirements must be followed immediately.
- i) Systematic departure, in relation to the tidal port, in two tides is not permitted.
- j) The minimum permitted tidal window is 60 minutes

B. Special requirements

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

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 preferably translated and endorsed by the GNA for piloting in an arrival order. In so doing, the GNA will take account of other itineraries for all other Scheldt ports in order to avoid hazardous traffic situations.
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 has 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 time of arrival in the roads at Vlissingen is determined by the GNA.
7. The ship is preferably at the front of the lock, but at such a distance from the lock gates that the tugs have enough room to provide the ship with adequate assistance. As regards the right bank, ships with a breadth of 43 metres or more should preferably be taken through the Berendrechtshuis.
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 Kieldrechtshuis, the maximum draught is 145 dm. Greater draughts may be allowed for departures from the Kieldrechtshuis provided the ship indicates the current manoeuvring speed on the river stretch and on the sea stretch for each individual authorization.
10. 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.

For bulk carriers, tankers and ships of comparable manoeuvrability, the maximum draught on departure is 140 dm. For these ships, a speed of 11 knots is assumed on the river stretch and a speed of 12 knots 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.

11. 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.
12. 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 release indicative tidal windows earlier at the request of the ship.
13. A second river pilot is mandatory for ships destined for and departing from the locks.

14. Two pilots are prescribed on the river stretch, at least one of whom is in the highest category.
15. 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, because of the dimensions of the ship in relation to the dimensions of the ship canal, 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 (larger gas ships).
 - Special and abnormal transports.
 - Oversized ships.
16. At 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 given.
17. Journey planning for the ships referred to in paragraph II, destined for the Noordzee Terminal:
 - a) For the Noordzee Terminal berth S 903, 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) The mooring side is always determined by the service pilots, depending on current, wind, traffic situation or other nautical reasons. Every effort will be made to moor head-out whenever possible, to limit the number of swinging manoeuvres on departure.
 - c) For berths S 911 and S 907, ships may moor and depart at any time in accordance with their applicable tidal window.
Depending on the meteorological conditions and/or the traffic situation, an effort is made to have ships arrive and/or depart such that as little interference as possible is caused to through traffic by swinging manoeuvres in the vicinity of the Noordzee Terminal.
 - d) At the place where the ship moors, from the foremost to the last mooring bollard to be used there may be no dock cranes.

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 point Berendrechtsluis or Kieldrechtsluis:

Both when arriving at and departing from the lock complex: 5 Bft.

Destination/departure point Deurganckdok and Noordzee Terminal:

Arrival: 6 Bft.

Departure: 7 Bft.

Maximum draught:**Destination/departure point 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 pilot crossing post is at target depth.
- c) If, due to a large draught or other reasons, a ship must travel slower than the speeds referred to in §4 of the appendix, this element will be included in the implementation of the conditions.

Destination/departure point Deurganckdok and Noordzee Terminal:

Arrival: 155 dm.

Departure: 152 dm.

For departing with a larger draught, the GNA may grant permission if the ship in question indicates the maximum current draught in sea water with a density of 1020 in writing to the GNA (GNA-SCC@vts-scheldt.net).

On Vlissingen roads - Antwerp route or vice versa aim for:

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

C.2. Binding agreements to be made with the service providers and parties in the chain operation (see appendix 1)

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

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

The ship file must include the following documents:

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

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

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

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

V. EVALUATION

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

VI. ENTRY INTO FORCE

This notification will be published in the Netherlands Official Gazette and the Belgian Official Gazette and comes into force on 15 April 2016.

The BaZ 2016-01/17D (Joint Announcement 02-2015 and Joint Announcement 03-2015) are hereby cancelled.

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

1. Antwerp Port Authority (HA):

- Berth in the Port of Antwerp is free on arrival, otherwise a waiting quay must be immediately available.
- When departing for the docks on the right bank, the Berendrechtsluis must be empty and available from Saeftinghe.
- HA tugs: tugs available and to be deployed on binding pilot's advice.
- Before the start of voyages to the Berendrechtsluis, a "fall-back position" is available at the Noordzee Terminal - Europa Terminal - Deurganckdok or within the docks on the right bank.
- Waterway must be at the required depth from the Berendrechtsluis to the berth at Delwaidedok.
- Soundings are taken in the Zandvlietsluis and Berendrechtsluis at least four times a year and are made available digitally for SNMS via ENC charts.
- The locking off of the locks at Antwerp is coordinated according to the arrival/departure of the ships referred to in this Appendix.

2. Tug service on the river stretch:

For arrivals:

- 4 tugs must initially be available and finally be deployed 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 possible need for additional tug assistance.

3. Pilot services

3.a. River:

- The sea pilot and the river pilots must be present in good time, at the pilot crossing points, at the departure location, and at Vlissingen roads respectively.
- In any event, from both the Dutch and Flemish side, on the river stretch a pilot shall 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 for 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 will be issued by the GNA on the application and implementation of this Joint Notification, 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 recognised 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, for which the data are saved.
- For arrivals, tidal windows are calculated with 14 knots on the sea stretch and 12 knots on the river stretch.
- For departures, tidal windows are calculated with 15 knots on the sea stretch and 11 knots on the river stretch.

5. Advanced traffic guidance:

5.a. Voyage plan:

- The initial voyage plan is drawn up well in advance by the GNA and ACC, taking the traffic planning into account.
- The initial voyage plan is checked by the VBS-Nautical officer. In case of discrepancies > 15 minutes, this voyage plan is adjusted by the VBS-Nautical officer, in consultation with the GNA, and forwarded to the Traffic Centres as soon as possible by the GNA.
- On board, on pilot's advice, the captain draws up a voyage plan on the basis of the initial voyage plan.
- In case of discrepancies > 15 minutes the voyage plan is adjusted on board and notified to the GNA through the Traffic Centres as soon as possible.

5.b. Voyage Plan Instructions for Traffic Centres:

- For navigating within the Scheldt area, the associated voyage plan is circulated to the Traffic Centres concerned by the GNA.
- Each Traffic Centre possesses the most recent voyage plan and requires shipping to comply with this in its area to avoid unwanted encounters.
- Shipping from Zandvliet/Berendrecht lock complex, Terneuzen and Hansweert is briefly stopped during passage.

Source: GNA: Bass 024-2016 – GB 03-2016

1/18A CANAL GENT-TERNEUZEN: PASSAGE POINTS

BaZ 1/18A - 2016 cancelled

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

Article 1

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

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

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

Article 2

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

Article 3

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

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

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

1/18B CANAL GENT-TERNEUZEN: CHAIN OPERATION - LOCKING OF SHIPS IN THE WESTERN LOCK TERNEUZEN

BaZ 1/18B - 2016 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 point.
4. The ranking time at the lock for inland waterway vessels must be reported by the captain to the Traffic Centre Terneuzen through VHF channel 69 or through telephone number 0115-682454.
5. The estimated locking time is determined between 12 hours and 6 hours before arrival at the lock.
6. 6 hours before arrival at the lock, the locking time becomes final.
7. In case a ship cannot meet the locking time - i.e. suffers a delay of more than 20 minutes - this should be announced to the Traffic Centre Terneuzen as soon as possible. The ship will be allocated a new locking time.
8. Delays of one ship may not result in delays of another ship within the next 6 hours.
9. In case of blockings of an object, the lock planning for all ships is deferred - if necessary.

ARTICLE 2.

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

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

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

BaZ 1/18C - 2016 cancelled.

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

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

Article 1. Sea-going vessels sailing up and down the canal

In addition to Article 38, paragraph one, respectively Article 53, paragraph one, of the Dutch and the Belgian Shipping Regulations for the Ghent - Terneuzen canal respectively, sea-going vessels with a draught from 12.30 metres up to a maximum of 12.50 metres and with a keel clearance of at least 1 metre are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

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

Article 2. Use of tugboats

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

Length overall (in metres)	Draught (in metres)	Number of tugboats	
		Fore	Aft
≥ 180 and < 210	> 12,30 and ≤ 12,50	As a minimum 1 tugboat with adequate towing force	
≥ 210 and < 245	> 12,30 and ≤ 12,50	2 x ≥ 25 ton	1 x ≥ 39 ton
≥ 245 and ≤ 265	> 12,30 and ≤ 12,50	2 x ≥ 30 ton	1 x ≥ 39 ton

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

CHAPTER II - SEA-GOING VESSELS WITH A WIDTH FROM 34 METRES UP TO A MAXIMUM OF 37 METRES AND A LENGTH UP TO A MAXIMUM OF 230 METRES

Article 3. Sea-going vessels sailing up and down the canal

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

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

Article 4. Passing at the lock

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

Article 5. Visibility

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

Article 6. Wind force

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

Article 7. Use of tugboats for passing the lock

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

Wind	Number of tugs required to assist a loaded vessel		Number of tugs required to assist a ballasted vessel ¹	
	Sailing speed < knots at dead slow	Sailing speed ≥ 5 knots at dead slow	Sailing speed < knots at dead slow	Sailing speed ≥ 5 knots at dead slow
≥ 0 Bft ≤ 5 Bft	Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 39 tonf	Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf	Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 39 tonf	Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf
> 5 Bft ≤ 6 Bft	Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf	Fore: 1 x ≥ 30 tonf Middle: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf	Sailing not allowed	Sailing not allowed
> 6 Bft	Sailing not allowed	Sailing not allowed	Sailing not allowed	Sailing not allowed

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

- In deviation of the first paragraph, if the circumstances and the manoeuvring characteristics of the vessel allow to do so safely, it can be decided in consultation between the traffic centre at Terneuzen and the pilot to deploy only one tugboat having adequate towing force.

Article 8. Use of tugboats for navigation on the canal between the terneuzen locks and ghent

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

Wind	Number of tugs required to assist a loaded vessel		Number of tugs required to assist a ballasted vessel ¹	
	Sailing speed < 5 knots at dead slow	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 ≥ 30 tonf Aft: 1 x ≥ 39 tonf	Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf	Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 39 tonf	Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf
> 5 Bft ≤ 6 Bft	Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf	Fore: 2 x ≥ 30 tonf Aft: 1 x ≥ 60 tonf or: 2 x ≥ 30 tonf	Sailing not allowed	Sailing not allowed
> 6 Bft	Sailing not allowed	Sailing not allowed	Sailing not allowed	Sailing not allowed

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

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

CHAPTER III – FINAL CLAUSE

Article 9. Coming into effect

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

The Joint Announcement no. 01-2011 dated 7 February, 2011 is cancelled with the coming into effect of these rules.

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

Source: GNA: Bass 051-2012 – GB 03-2012

1/18D CANAL GHENT - TERNEUZEN: SEA-GOING VESSELS MOORING, DEPARTING AND/OR TURNING AT YARA

BaZ 1/18D - 2016 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 9.00m.The width of any vessel moored at Yara Alpha must be deducted from this length.
- E.** Use of tugs:
 - On arrival or when turning, IMO-2 vessels must use at least one (1) tug.
 - IMO-2 vessels <130 metres may depart without the aid of tugs if moored to starboard.
 - The towing equipment on board the tugs must be used.
- F.** If a vessel is transferring ammonia on the Yara Sluiskil quay:
 - The Terneuzen Traffic Centre will announce this to shipping on VHF ch11.
 - For reasons of safety, shipping must adapt its speed as much as is necessary and/or possible.

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

This notice will be published in the Official Gazette.

Source: GNA: Bass 010-2014

1/18E RTA (REQUESTED TIME OF ARRIVAL) : TIDE-DEPENDENT VESSELS WITH DESTI- NATION THE PORT OF GHENT

BaZ 1/18E - 2016 cancelled.

1. Vessels with a draught of less than 9.10 m (freshwater) can sail up at all times.
2. 'Tide-dependent vessels' with a draught of between 9.10 m and 11.49 m (freshwater) sail up according to the instructions of the Terneuzen Port Service:
 - a) **Not earlier than:** RTA Flushing = '**Lock in as from** ...: ... h' (mentioned in the LIS) - 1:30 h
 - b) **Not later than:** LTA (Latest Time of Arrival/ultimate passage Flushing) = '**Ultimate time at the Westbuitenhaven** ... h' (mentioned in the LIS) - 2 h 30 minutes.

In case the ETA Flushing falls in-between, the vessel continues its voyage.

3. '**Tidal super**' vessels with a draught as from 11.5 m (freshwater) obtain an RTA Flushing of:
 - a) In case of 1 (one) tidal super vessel
 - i. 1 hour before HW Flushing - in exceptional circumstances (missed tide and specific tidal pattern), the single tidal super can sail up 4 hours before HW Flushing after consultation with the competent pilots
 - b) In case of 2 tidal super vessels
 - i. The first vessel of the tide 4 hours before HW Flushing
 - ii. The second vessel of the tide 1 hour before HW Flushing
 - c) In case of 3 tidal super vessels
 - i. The first vessel of the tide 4 hours before HW Flushing
 - ii. The second vessel of the tide 3 hours before HW Flushing
 - iii. The third vessel of the tide 1 hour before HW Flushing
4. **Tidal super vessels** with destination Put van Terneuzen:
RTA Flushing = time of HW Flushing
5. **Tidal super vessels** with destination Everingen anchorage area:
RTA Flushing = 1/2 hour after HW Flushing

Important observation:

Among others, the following points can cause a deviation in the tidal windows:

- Exceptional rise or drop of the tide
- The vessel does not reach the prescribed manoeuvring speed at full force of at least 12 knots
- Special weather conditions (bad sight, etc.)

In consultation with the master and on the basis of the manoeuvring characteristics of the vessel, the pilot can always modify the advice.

For drawing up a reliable pilot advice, the stating of a true and correct Pilot Card (mentioning correct, true and complete vessel data), that can be incorporated in the LIS database, is of vital importance.

The stated tidal windows are and remain a non-binding guideline which can always be adjusted on the basis of experience and after evaluation.

Source: MDK – DAB Loodswezen: Kennisgeving IA 11/056

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

BaZ 1/18F - 2016 cancelled

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

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

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

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

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

The Harbourmaster's Office can provide obligation-free information about the local conditions.

If the captain or pilot requests additional information, this can be provided insofar as it is known.

The Harbourmaster's Office can always get the pilot's advice in this regard.

Source: GNA: Bass 089-2014

1/19 LOWER SEA SCHELDT - ANTWERP SCHELDT QUAYS: SHIPS DESTINED FOR SCHELDT QUAYS ON ANTWERP ROADS UPSTREAM OF THE RHINE QUAY

BaZ 2016-14/190 cancelled.

Article 1. General

All seagoing vessels with an LOA > 170 metres destined for Scheldt quays on Antwerp roads upstream of the Rhine Quay must send a ship file to the GNA at the following address:

Gemeenschappelijke Nautische Autoriteit,
Commandoweg 50, 4381 BH te Vlissingen.
Email: GNA-SCC@vts-scheldt.net
tel. 0031-(0)118 424 760 of 0031-(0)118 424 758,
fax 0031-(0)118 467 700 of 0031-(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 Gemeenschappelijke Nautische Autoriteit (GNA) at least 24 hours prior to arrival at the Wandelaar or Steenbank pilot station or 6 hours prior to departure from the berth. **The enclosed form can be used for the application.**

Article 2. Regulations for ocean-going cruise ships

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

The following regulations apply:

1. Maximum draught is 80 dm. Larger draughts are only possible with the written permission of the Harbour Master's Office of the Port of Antwerp, Shipping Management Department. Requests should be sent to: cruises@portofantwerp.com
2. For a visibility of less than 1000 metres on the stretch between the Kallo lock and the berth, and vice versa, a decision is taken by the GNA as to whether the voyage can be started or must be postponed after consulting with the ACC HVL, the ACC pilot/VBS-NDH and the pilot if already on board.
3. Maximum wind force: 7 Beaufort measured at the Boudewijn lock, for the voyage upstream of the Kallo lock.
4. At the latest when CP is passed the agent must provide a waiting quay approved by Antwerp Port Authority (Lock and Dock). This waiting quay must be available from CP being passed until moored at final destination. In the absence hereof, if the weather conditions described in points 3 and 4 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 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.

BaZ 2016-01/019 (GNA Joint Publication 04-2013) is hereby cancelled.

Source: GNA Bass 073-2016 – Joint Announcement 05-2016

BIJLAGE

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)
Manoeuvrekarakteristieken 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(achter)-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 xx/2016

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 Emailen:

Fax 0031 (0) 118-467700

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





1/20A BELGIAN COASTAL PORTS AND ACCESS CHANNELS TO THOSE PORTS: OVERSIZED COMMERCIAL VESSELS

BaZ 1/20A - 2016 cancelled

Following art. 3, 3° and art. 13 § 2 of the Belgian KB of 04-08-81, stipulating the police and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast, the following standards have been determined for an oversized vessel per each port, its roads and the entrance channels to this port:

1. Zeebrugge

vessels with an overall length of over 169,27 metres and/or a draught greater than 8 metres.

2. Oostende

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

3. Nieuwpoort

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


Source: MDK - DAB Loodswezen

1/20B BELGIAN COAST: TRAFFIC SIGNALS

BaZ 1/20B - 2016 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

1/21 COASTAL YACHT BASINS: SPEED LIMIT FOR MECHANICALLY POWERED VESSELS

BaZ 1/21 - 2016 cancelled

In the coastal yacht basins, the following speed limits apply for mechanically powered vessels:

- In the port shipping lanes of Nieuwpoort and Blankenberge between the jetties and in the shipping lane leading to the harbours, the maximum allowed speed is has been set at 5 knots.
- In the harbour docks of Nieuwpoort and Blankenberge, the sailing speed may not exceed 3 knots.
- In the Montgomery Dock, Visserij Dock and Vuurtoren Dock in Ostend, and the Prins Albert Dock and Tijdok in Zeebrugge, the sailing speed may not exceed 3 knots.

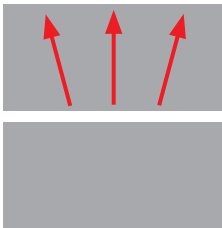
These limits are indicated by signs that have be posted on both sides of the port shipping lane on the jetties and on the banks when entering the harbour docks. These speed limit signs will always be accompanied by a sign 'Verboden hinderlijke waterbeweging te veroorzaken' (Prohibited to produce disturbing water movements).

Source: MDK - afdeling Kust - team Ontwikkeling Kust

1/22A PORT OF OSTEND: SPECIAL TRAFFIC SIGNALS - FLICKERING LIGHTS

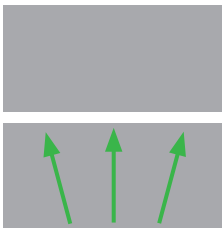
BaZ 1/22A - 2016 cancelled

1. Two traffic signs facing towards land will be placed under a yellow flickering light at the entrance of the Montgomery dock: the top one showing red arrows, the bottom one green ones.
Following sailing instructions will be given:



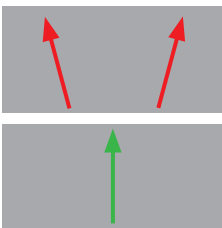
Forbidden: direction

-sea
-fishing lock+tidal dock
-back port



Allowed: direction

-sea
-fishing lock+tidal dock
-back port



Forbidden: direction

-sea
-back port

Allowed: direction

-fishing lock+tidal dock



Forbidden: direction

-sea



Allowed: direction

-fishing lock+tidal dock
-back port



Forbidden: direction

-back port



Allowed: direction

-sea
-fishing lock+tidal dock

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

Following sailing instructions will be given:



Forbidden: direction

-sea
-Montgomerydok
-back port



Allowed: direction

-sea
-Montgomerydok
-back port





Forbidden: direction

-sea
-back port



Allowed: direction

-Montgomerydok



Forbidden: direction

-sea



Allowed: direction

-Montgomerydok
-back port



Forbidden: direction

-back port



Allowed: direction

-sea
-Montgomerydok

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

Source: MDK - afdeling Scheepvaartbegeleiding

1/22B PORT OF OSTEND: SIGNALLING INSTALLATION FOR WATER DISCHARGES

BaZ 1/22B - 2016 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: Waterwegen & Zeekanaal (WenZ)

1/23 COASTAL YACHT HARBOURS: SAILING OUT OF PLEASURE BOATS

BaZ 1/23 - 2016 cancelled

In accordance with the Belgian Royal Decree including police and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast dated 04.08.1981, the prohibition of the sailing out for pleasure boats and beach fishery is indicated as follows:

Art. 37 § 4. In the ports, the prohibition resulting from paragraph 1 is indicated during daytime by a black mark formed by two cones point to point, vertically one below the other, at night-time by a violet flashing light visible all around.

These signals will be pull up or shown:

- a) Ostend**
on the building Vloot dab at the entrance of Montgomery dock (black diabolos)
- b) Blankenberge**
on the mast near the lighthouse building (black diabolos)
- c) Zeebrugge**
on the mast at the north side marina exit (black diabolos)
- d) Nieuwpoort**
on the pilot services building at the marina entrance (black diabolos) on the dolphin at Novus Portus exit (led board showing blue diabolos)

Source: MDK - afdeling Scheepvaartbegeleiding

1/24A PORT OF ZEEBRUGGE: TRAFFIC REGLEMENTATIONS VISART SLUIS - PRINS ALBERTDOK - TIJDOK

BaZ 1/24A - 2016 cancelled

With the Visart Lock coming into operations again we would like to remind everybody that vessel traffic coming from or in the direction of the Visart Lock has right of way over vessels coming from the Prince Albert Dock (Old Fishing Port) and "Tijdok".

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

Source: MBZ - Zeebrugge

1/24B PORT OF ZEEBRUGGE: YELLOW-BLUE FLASHING LIGHT

BaZ 1/24B - 2016 cancelled

We would like to inform the mariners that a yellow-blue flashing light has been posted on the porch of drainage lock in Heist. The blue flashing light will be activated for two minutes before opening the lock. After opening the lock the yellow flashing light will be activated and will remain active for as long as water is being discharged. The mariners must take into account any hindrance coming from the additional currency.

Source: Waterwegen & Zeekanaal (WenZ)

1/24C PORT OF ZEEBRUGGE: PORT SIGNALS AT THE NEW BREAKWATERS

BaZ 1/24C - 2016 cancelled

The port signals on the new breakwaters (westdam position 51°21',74 N - 3°11',18 E) in Zeebrugge were officially put in service on January 1st 1996 to allow for arrival and/or departure of vessels. Passing the new breakwaters is regarded as arriving at/sailing from the port of Zeebrugge so vessels should take note of these port signals. The signals on the lighthouse on the Leopold II breakwater will continue to exist, be it in a secondary role to the ones on the new breakwaters.

CONFIGURATION OUTER-HARBOUR SIGNALS AT NEW BREAKWATERS AT ZEEBRUGGE

Nr.	Sea-Side (E&W)	Land-side (W)	Meaning	
1	<div> <div> <div></div> <div></div> <div></div> </div> <div>flashing</div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> <div>flashing</div> </div>	Serious emergency All vessels stop or divert according to instructions	PORT CLOSED - GREAT DANGER
2	<div> <div> <div></div> <div></div> <div></div> </div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> </div>	Arriving forbidden, sailing forbidden	PORT CLOSED
3	<div> <div> <div></div> <div></div> <div></div> </div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> </div>	Arriving forbidden, Sailing allowed One way traffic	SAILING
4	<div> <div> <div></div> <div></div> <div></div> </div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> </div>	Arriving allowed, sailing forbidden One way traffic	ARRIVING
5	<div> <div> <div></div> <div></div> <div></div> </div> <div></div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> <div></div> </div>	Arriving and sailing allowed	OPEN TRAFFIC
6	<div> <div> <div></div> <div></div> <div></div> </div> <div></div> <div></div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> <div></div> </div>	Arriving allowed if explicit permission, sailing forbidden Vessel headed for LNG-terminal	LNG-VESSEL IN
7	<div> <div> <div></div> <div></div> <div></div> </div> <div></div> <div></div> </div>	<div> <div> <div></div> <div></div> <div></div> </div> <div></div> </div>	Arriving forbidden, sailing allowed if explicit permission Vessel sails from LNG-terminal	LNG-VESSEL OUT

Source: MBZ - Zeebrugge

**1/24D PORT OF ZEEBRUGGE -
P. VANDAMME LOCK AND VISART LOCK
(SEASIDE): SIGNALIZATION**

BaZ 1/24D - 2016 cancelled

The traffic lights at the P. Vandamme lock in Zeebrugge were officially put in service on December 1st 2013 to allow for sailing in and out of the vessels.

The 4 masts on the outside of the lock (sea and land side) wear a fog light (FY).

The traffic lights at the Visart lock (seaside) 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

1/25 LNG SHIPPING: PROCEDURES

BaZ 1/25 - 2016 cancelled

CHAPTER I – GENERAL PROVISIONS

1. General

The arrival, the stay at, and the departure from Zeebrugge of an LNG carrier are operations that must proceed strictly in accordance with a predetermined plan.

At Zeebrugge, a co-ordination centre has been established, hereinafter referred to as VTS-SG (Vessel Traffic Services River Scheldt Area), and which is manned 24 hours a day, monitoring these activities in conjunction with Port Control Zeebrugge.

General provisions are identical to large LNG carriers and to small LNG carriers. For a comparison between nautical prior conditions, see annex III.

2. Regulations

The control measures are identical whether the LNG carrier is (i) empty and not gasfree or not, (ii) partially or fully loaded; and (iii) approaching or leaving the port.

For LNG carriers fully ventilated or under inert gas conditions, the harbour master informs the other partners whether the 'LNG procedures' apply or not (for contact details of the parties, see annex I). A gasfree certificate must be sent to VTS-SG and the harbour master's service MBZ in advance.

VTS-SG and MBZ determine and check the time of arrival, in consultation with the ship's command and the LNG terminal.

All incidents, technical failures on board of the LNG carrier, occurring during the sea voyage as well as during the stay in the harbour, must be reported immediately to the VTS-SG and Port Control. In turn, VTS-SG informs the MRCC and the GNA.

3. Position reporting/E.T.A.

Five (5) days in advance to the arrival at Zeebrugge, the position of the LNG carrier must be reported every 24 hours to the 'Maatschappij van de Brugse Zeehaven MBZ/NV'.

Compulsory reporting by the LNG carrier to VTS-SG of the time of arrival at **48, 24, 6 hours and 1 hour** prior to the arrival at the pilot-boarding position. VTS-SG informs Zeebrugge Pilotage accordingly.

24 hours prior to the arrival at the pilot-boarding position, the LNG carrier will inform VTS-SG and MBZ that no defects have been observed or are anticipated to the ship, her means of propulsion and her equipment.

Depending on the nature of any defect, the admission of the ship to the port can be authorized or withheld. Any changes to the condition, must be reported immediately to VTS-SG.

4. Recommended anchorage areas

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

5. VTS-SG guidance/position information/VHF communication

As from the first VHF contact with 'Wandelaar Approach', the LNG carrier becomes subject to the guidance of the VTS-SG.

Traffic zone 'Wandelaar Approach'

From in the west to the line formed by watertower Westende - Middelkerkebank buoy - 51°19,60'N:002°31,50' E - Oostdyck buoy

CALL SIGN: Wandelaar Approach - VHF channel: 60

Once the LNG carrier has passed the buoy 'Oostdyck', VTS-SG can, at request of the master/pilot, supply continuous position information to the LNG carrier.

Once passed the buoy 'S5', position information is continuously supplied to the LNG carrier.

The assistance by the VTS-SG is supplied on the traffic channels of the traffic zone concerned.

Traffic zone 'Wandelaar'

from the line formed by watertower Westende - Middelkerkebank buoy - 51°19,60'N:002°31,50' E - Oostdyck buoy
to the line formed by buoys - A1bis - S2 - VG6

CALL SIGN: Traffic Center Wandelaar - VHF channel: 65

Traffic zone 'Zeebrugge'

from the line formed by buoys A1bis - S2 - VG6 including the Pas van het Zand to the Zeebrugge breakwaters

CALL SIGN: Traffic Center Zeebrugge - VHF channel: 69

The continuous position information in the traffic zones 'Wandelaar Approach', 'Wandelaar', 'Zeebrugge' and in the port of Zeebrugge is supplied via the radar channel.

CALL SIGN: Radar Zeebrugge - VHF channel: 4

The fact that the LNG carrier is making use of the radar channel does not relieve her of her duty to continuously monitor the traffic channels 60, 65 and 69 of the relevant traffic areas.

Once they have passed the 'Z' buoy, inbound LNG carriers must be reachable for Port Control Zeebrugge on VHF channel 71.

CHAPTER II - LARGE LNG CARRIERS

6. Definition

By large LNG carriers is meant LNG carriers with a length exceeding 200 metres. Here, one distinguishes between three large groups: regular LNG carriers, Q-flex series, Q max series.

Regular LNG carriers: LOA: > 200 metres - < 315 metres

Q-flex: LOA: ≥ 315 metres - < 345 metres

Q-max: LOA: ≥ 345 metres

7. Nautical regulations upon arrival

7.1 Pilot boarding

The pilot designated to the LNG carrier submits a sailing plan, at least one hour prior to ETA of the LNG carrier at the 'A-S' buoy.

VTS-SG will broadcast the sailing plan (including the various passage points and passage times) simultaneously on traffic channels 65 and 69 at the following times (in case of dense VHF traffic on channel 65 and channel 69, VHF channel 04 can be used as an alternative):

- **1 hour prior to the arrival of the LNG carrier at the 'A-S' buoy**
- **at the arrival of the LNG carrier at the 'A-S' buoy**

The pilot boards the LNG carrier 1 mile east of the line formed by the buoys 'A-S' and 'A-N', well clear of any pilot boarding/disembarking operations by other vessels, which will be requested by traffic centre Wandelaar to keep a safe distance from the LNG carrier of at least half a mile during this operation.

7.2 Route

Inbound LNG carriers shall follow the route: precautionary area Wandelaar - Vaargeul 1 - S3/S4 - Ribzand - Pas van het Zand. Depending on traffic agreements made earlier and on fairway obstructions, LNG carriers can deviate from this and follow the route Akkaert-SW - A1 - Scheur West - Ribzand and Pas van het Zand.

The LNG carrier is classified as
'OVERSIZED VESSEL'

All shipping present in the traffic zone will be warned by VTS-SG of the presence of an inbound LNG carrier & route from the 'A-S' buoy to the port of Zeebrugge.

7.3 Permission to enter the port

- An LNG carrier entering the port of Zeebrugge for the first time, will do so by daylight during the entire route.
- The first Q-max type presenting itself for entering the port, will do so with rising water as well.
- Prior to entering the port, the master will ask Port Control Zeebrugge for permission and will inform VTS-SG.
- Permission to enter the port will be granted by Port Control Zeebrugge subject to compliance with the following conditions:

7.3.1 By MBZ

7.3.1.1 Necessary provisions must have been made for the reception of the LNG carrier (Fluxys LNG Zeebrugge).

7.3.1.2 No ammunition carrying vessels may be present in the outer port.

7.3.1.3 No gas tankers other than LNG tankers may simultaneously be present in the outer port, save when a "checklist 'simultaneous call of an LNG carrier and a gas tanker other than LNG for rinsing'" has been delivered by a gas expert to that gas tanker.

7.3.1.4 At least 4 tugs must be able to proceed in time to assist the LNG carrier before she passes the 'SZ' buoy (Scheur-Zand). A 5th tug must assist as from passing the breakwaters.

→ **For regular LNG carriers:** a minimum bollard pulling power with a total force of 180 tonnes is required for the 5 tugboats.

→ **For the Q-flex series:** a minimum bollard pulling power with a total force of 210 tonnes is required for the 5 tugboats.

→ **For the Q-max series:** a minimum bollard pulling power with a total force of 305 tonnes is required for the 5 tugboats.

- Four tugs must be ready to render effective assistance before the LNG carrier passes the 'SZ' buoy.

- The LNG carrier must be equipped to fasten four tugboats to the deck. It is forbidden to make use of the 'sunken bits' on the side of the ship outside the breakwaters.
- The towing lines used will always be supplied by the tugboats.
- One or more tugboats must be equipped with fire-fighting equipment Class standard Fifi-1 appropriate for combating an LNG fire (see annex IV).

7.3.1.5 In the event of simultaneous arrival of ships, strict measures regarding order and time of entry will apply (Port Control Zeebrugge).

7.3.2 By VTS-SG

7.3.2.1 The LNG carrier reports possible defects in conformity with the tanker checklist to VTS-SG.

7.3.2.2 The under-keel clearance of the LNG carrier must be at least 20% of her draught when at sea and at least 15% when in the harbour.

7.3.2.3 The wind force must be less than 14 metres per second according to the meteorological data from the western breakwater Zeebrugge (regular LNG carriers and Q-flex series).

The wind force must be less than 12 metres per second according to the meteorological data from the western breakwater Zeebrugge (Q-max series).

7.3.2.4 Visibility must be at least a half nautical mile.

7.3.2.5 The tidal current at the breakwaters must be less than 1.5 knots.

When the requested permission to enter is not granted, the LNG carrier will be directed to a safe anchorage by VTS-SG.

Port Control Zeebrugge, VTS-SG and the pilotage service decide in consensus about the fulfilment of the above-mentioned conditions n° 7.3.2.1 up to 7.3.2.5.

In case the LNG carrier received permission to proceed to the port of Zeebrugge and conditions become above the limits (wind, visibility), shortage of tugs, not availability of berth, the LNG carrier must be informed the latest before passage of "VG5/VG6 - S2" buoys.

7.4 Reports

The vessel will report:

7.4.1 When?

7.4.1.1 Immediately after the pilot has boarded

7.4.1.2 Upon passing the buoys:

$$\left\{ \begin{array}{l} A1/VG3-VG4/S3 \\ SZ \\ Z \end{array} \right.$$

7.4.1.3 Upon passing the Zeebrugge breakwaters

7.4.2 To whom?

7.4.2.1	Vlissingen Traffic Centre	VHF-kanaal 14
7.4.2.2	Traffic Centre Wandelaar	VHF-kanaal 65
	Traffic Centre Zeebrugge	VHF-kanaal 69
7.4.2.3	Port Control Zeebrugge	VHF-kanaal 71

stating the estimated time of arrival at the next (above-mentioned) passage points.

7.5 Shipping regulations

7.5.1 By VTS-SG

VTS-SG controls and co-ordinates all shipping in the vicinity of the LNG carrier, issuing as standing order a minimum safe distance of at least 2 cables when passing an LNG carrier (overtaking, crossing and sailing in opposite directions).

When issuing the estimated time of arrival at passage points, also the minimum passing distance is reported to shipping traffic (5 cables when boarding/disembarking the pilot and 2 cables when sailing).

En route from S3/S4 to the breakwaters, vessels are only allowed to overtake and/or cross the bow of an LNG carrier if explicit agreements have been made in advance with the LNG carrier as well as with VTS-SG.

7.5.2 By MBZ

As from the passing of the 'Z' buoy, Port Control Zeebrugge co-ordinates all in- and outbound traffic and all shipping traffic in the harbour, maintaining a passing distance of 2 cables from the LNG carrier, until she has rounded the 'LNG' buoy.

7.6 Police patrol

The maritime police will patrol regularly in the vicinity of the LNG carrier and in the fairway in order to ensure that all shipping complies with the traffic control regulation and to verify the coordination of all in- and outbound traffic inside the port. The maritime police also checks if shipping complies with the instructions with regard to traffic control by VTS-SG or by Port Control Zeebrugge inside the port. At the time of the patrol, she will contact the pilot on board of the LNG carrier, and with VTS-SG (channel 04), and with Port Control Zeebrugge (channel 71).

Should any problem arise when no police patrol is present, e.g. non-compliance with the said traffic control regulations, VTS-SG will immediately contact the maritime police (phone 050/55 60 40 or by VHF), who will assess the situation in order to solve the problem.

Furthermore, VTS-SG will ensure that all shipping in its traffic zones is informed about the arrival of the LNG carrier, and her passing times at the various waypoints.

8. Stay in the port of Zeebrugge - MBZ

The LNG carrier will berth port side at berth 615 or starboard side at berth 616.

The Q-max is only allowed to moor at berth 615.

Throughout the entire stay of the ship in the port, the following precautions will be adopted among others:

- 8.1 The LNG carrier must have the required towing lines (fire wires) hanging overboard at all times.
- 8.2 The LNG carrier may have an under-keel clearance of less than 15% of her draught during her stay in the port.
- 8.3 A dedicated tugboat type Fifi-1 must be continuously in the vicinity of the LNG carrier and be available upon call for intervention 1.
- 8.4 No ammunition carrying vessels may be present in the outer port.
- 8.5 No gas tankers other than LNG tankers may simultaneously be present in the outer port, save when a "checklist 'simultaneous call of an LNG carrier and a gas tanker other than LNG for rinsing'" has been delivered by a gas expert to that gas tanker.

9. Nautical regulations upon departure

9.1 Permission to leave the port

One hour prior to departure, the pilot submits a sailing plan which will be transmitted to VTS-SG.

VTS-SG will broadcast the sailing plan (including the various passage times and passage points) simultaneously on traffic channels 65 and 69 at the following times:

- **1 hour prior to departure**
- **at the time of departure**

The master will request Port Control Zeebrugge for permission to sail. This permission will only be granted when the following conditions are complied with:

1 In exceptional circumstances the dedicated tugboat can be used for assistance, in the outer port, for other vessels. In this case, the tug boat is only allowed to perform a push job and in case of emergency be immediately available to deal with the incident.

9.1.1 By MBZ

9.1.1.1 No ammunition carrying vessels may be present in the outer port.

9.1.1.2 No gas tanker other than LNG, for which no checklist 'simultaneous call of an LNG carrier and a gas tanker (other than LNG) for rinsing' has been delivered by a gas expert, is present in the outer port.

9.1.1.3 Tugboats:

→ **For regular LNG carriers:** A minimum bollard pulling power with a total force of 150 tonnes is required - 3 tugboats are required.

→ **For the Q-flex series:** A minimum bollard pulling power with a total force of 165 tonnes is required - 4 tugboats are required.

→ **For the Q-max series:** A minimum bollard pulling power with a total force of 260 tonnes is required - 4 tugboats are required.

Tugboats accompany the LNG carrier until she has passed the new breakwaters.

9.1.1.4 Strict measures regarding order and time of departure will apply, when other vessels report simultaneously.

9.1.1.5 The wind force must be less than 14 metres per second (according to the observations of the weather station at the western breakwater Zeebrugge) for regular LNG carriers and Q-flex series. The wind force must be less than 12 metres per second (according to the observation of the weather station at the western breakwater Zeebrugge) for Q max series.

9.1.1.6 Visibility must be at least a half nautical mile.

9.1.2 By VTS-SG

9.1.2.1 The LNG carrier reports possible defects as recorded on the tanker checklist to VTS-SG.

9.1.2.2 The under-keel clearance of the LNG carrier must be at least 15% of her draught when in the harbour and at least 20% when at sea.

9.1.2.3 The tidal current at the breakwaters must be running at less than 2 knots for regular LNG carriers and for the Q-flex series. The tidal current at the breakwaters must be running at less than 1.5 knots for the Q-max series.

Port Control Zeebrugge, VTS-SG and the pilotage service decide in consensus about the fulfilment of the above-mentioned conditions n° 9.1.5 up to and including 9.1.2.3.

9.2 Reports

After having received permission to sail, the vessel will, prior to letting go, report the time of unmooring and the time of passing the breakwaters to:

- VTS-SG on channel 19 (Radar Control Zeebrugge)
- Vlissingen Traffic Centre on channel 14
- Port Control Zeebrugge on channel 71

9.3 Route and pilot disembarking

- The LNG carrier will sail via Pas van het Zand, Ribzand, Vaargeul 1, and pilot station Wandelaar. Depending on traffic agreements made earlier and on fairway obstructions, LNG carriers can deviate from this and follow the route Scheur West, A1, Akkaert-SW.
- When the pilot disembarks from the LNG carrier, well clear of all other pilot boarding/disembarking operations, all other vessels will be warned in good time by the Wandelaar pilot cutter and VTS-SG, and be requested to keep a safe distance (at least 5 cables) from the LNG carrier.

9.4 Shipping regulations

9.4.1 By MBZ

As soon as the LNG carrier is ready to leave the LNG dock, and has requested and obtained permission to do so, Port Control Zeebrugge will ensure the traffic control and co-ordination of all shipping inside the port and all in- and outbound carriers, ensuring a minimum safety distance of 2 cables from the moment the LNG carrier passes the LNG buoy until she is clear of the Zeebrugge breakwaters.

9.4.2 By VTS-SG

VTS-SG controls and co-ordinates all shipping in the vicinity of the LNG carrier, while a minimum safe distance of 2 cables is maintained when passing the LNG carrier (overtaking and crossing).

Furthermore, VTS-SG will ensure that all shipping remains informed about the departure of the LNG carrier and her passing times.

9.5 Police patrol

The maritime police will patrol regularly in the vicinity of the LNG carrier and in the fairway in order to ensure that all shipping complies with the traffic control regulations and to verify the co-ordination of all in- and outbound traffic inside the port. The maritime police also checks whether shipping complies with the instructions with regard to traffic control issued by VTS-SG or by Port Control Zeebrugge inside the port.

At the time of the patrol, she will contact the pilot on board of the LNG carrier and with VTS-SG (channel 04) and with Port Control Zeebrugge (channel 71).

Should any problem arise when no police patrol is present, e.g. non-compliance with the said traffic control regulations, VTS-SG will immediately contact the maritime police (phone 050/55 60 40 or by VHF), who will assess the situation in order to solve the problem.

CHAPTER III – SMALL LNG CARRIERS

10. Definition

By small LNG carriers is meant LNG carriers with a length up to 200 metres.

11. Nautical regulations upon arrival

11.1 Pilot boarding

The pilot designated to the LNG carrier submits a sailing plan, at least one hour prior to ETA of the LNG carrier at the 'KB' buoy.

VTS-SG will broadcast the sailing plan (including the various passage points and passage times) simultaneously on traffic channels 65 and 69 at the following times (in case of dense VHF traffic on channel 65 and channel 69, VHF channel 04 can be used as an alternative):

- **1 hour prior to the arrival of the LNG carrier at the 'KB' buoy**
- **at the arrival of the LNG carrier at the 'KB' buoy**

The pilot boards the LNG carrier at the pilot-boarding station Wandelaar, well clear of any pilot boarding/disembarking operations by other vessels, which will be requested by traffic centre Zeebrugge to keep a safe distance from the LNG carrier of at least a half mile during this operation.

11.2 Route

Inbound LNG carriers shall follow the route: precautionary area Wandelaar - Vaargeul 1 - S3/S4 - Ribzand - Pas van het Zand. Depending on traffic agreements made earlier and on fairway obstructions, LNG carriers can deviate from this and follow the route Akkaert-SW - A1 - Scheur West - Ribzand and Pas van het Zand.

The small LNG carrier is classified as
'OVERSIZED VESSEL'

All shipping present in the traffic zone will be warned by VTS-SG of the presence of an inbound LNG carrier & route from the 'KB' buoy to the port of Zeebrugge.

11.3 Permission to enter the port

- An LNG carrier entering the port of Zeebrugge for the first time, will do so by daylight during the entire route.
- Before entering the port, the master will ask Port Control Zeebrugge for permission and will inform VTS-SG.
- Permission to enter the port will be granted by Port Control Zeebrugge subject to compliance with the following conditions:

11.3.1 By MBZ

- 11.3.1.1 Necessary provisions must have been made for the reception of the LNG carrier (Fluxys LNG Zeebrugge).
- 11.3.1.2 No ammunition carrying vessels may be present in the outer port.
- 11.3.1.3 No gas tankers other than LNG tankers may simultaneously be present in the outer port, save when a “checklist ‘simultaneous call of an LNG carrier and a gas tanker other than LNG for rinsing’” has been delivered by a gas expert to that gas tanker.
- 11.3.1.4 At all times, tugs can be ordered to assist by the captain of the LNG carrier.
 - The towing lines used will always be supplied by the tugboats.
- 11.3.1.5 In the event of simultaneous arrival of ships, strict measures regarding order and time of entry will apply (Port Control Zeebrugge).

11.3.2 By VTS-SG

- 11.3.2.1 The LNG carrier reports possible defects in conformity with the tanker checklist to VTS-SG.
- 11.3.2.2 The under-keel clearance of the LNG carrier must be at least 20% of her draught when at sea and at least 15% when in the harbour.
- 11.3.2.3 The wind force must be less than 14 metres per second according to the meteorological data from the western breakwater Zeebrugge.
- 11.3.2.4 Visibility must be at least a half nautical mile.
- 11.3.2.5 The tidal current at the breakwaters must be less than 2 knots.

When the requested permission to enter is not granted, the LNG carrier will be directed to a safe anchorage by VTS-SG.

Port Control Zeebrugge, VTS-SG and the pilotage service decide in consensus about the fulfilment of the above-mentioned conditions n° 11.3.2.1 up to 11.3.2.5.

11.4 Reports

The vessel will report:

11.4.1 When?

- 11.4.1.1 Immediately after the pilot has boarded
- 11.4.1.2 Upon passing the buoys:
 - $\left\{ \begin{array}{l} A1/VG3-VG4/S3 \\ SZ \\ Z \end{array} \right.$
- 11.4.1.3 Upon passing the Zeebrugge breakwaters

11.4.2 To whom?

11.4.2.1	Vlissingen Traffic Centre	VHF-kanaal 14
11.4.2.2	Traffic Centre Wandelaar	VHF-kanaal 65
	Traffic Centre Zeebrugge	VHF-kanaal 69
11.4.2.3	Port Control Zeebrugge	VHF-kanaal 71

stating the estimated time of arrival at the next (above-mentioned) passage points.

11.5 Shipping regulations

11.5.1 By VTS-SG

VTS-SG controls and co-ordinates all shipping in the vicinity of the LNG carrier, issuing as standing order a minimum safe distance of at least 2 cables when passing the LNG carrier (overtaking, crossing and sailing in opposite directions).

When issuing the estimated time of arrival at passage points, also the minimum passing distance is reported to shipping traffic (5 cables when boarding/disembarking the pilot and 2 cables when sailing).

En route from S3/S4 to the breakwaters, vessels are only allowed to overtake and/or cross the bow of an LNG carrier if explicit agreements have been made in advance with the LNG carrier as well as with VTS-SG.

11.5.2 By MBZ

As from the passing of the 'Z' buoy', Port Control Zeebrugge co-ordinates all in- and outbound traffic and all shipping traffic in the harbour, maintaining a passing distance of 2 cables from the LNG carrier, until she has rounded the 'LNG' buoy.

11.6 Police patrol

The maritime police will patrol regularly in the vicinity of the LNG carrier and in the fairway in order to ensure that all shipping complies with the traffic control regulation and to verify the coordination of all in- and outbound traffic inside the port. The maritime police also checks if shipping complies with the instructions with regard to traffic control by VTS-SG or by Port Control Zeebrugge inside the port. At the time of the patrol, she will contact the pilot on board of the LNG carrier, and with VTS-SG (channel 04), and with Port Control Zeebrugge (channel 71).

Should any problem arise when no police patrol is present, e.g. non-compliance with the said traffic control regulations, VTS-SG will immediately contact the maritime police (phone 050/55 60 40 or by VHF), who will assess the situation in order to solve the problem.

Furthermore, VTS-SG will ensure that all shipping in its traffic zones is informed about the arrival of the LNG carrier, and her passing times at the various waypoints.

12. Stay in the port of Zeebrugge - MBZ

The LNG carrier will berth port side at berth 615 or starboard side at berth 616.

Throughout the entire stay of the ship in the port, the following precautions will be adopted among others:

- 12.1 The LNG carrier must have the required towing lines (firewires) hanging overboard at all times.
- 12.2 The LNG carrier may have an under-keel clearance of less than 15% of her draught during her stay in the port.
- 12.3 A dedicated tugboat type Fifi-1 (see annex IV) must be continuously in the vicinity of the LNG carrier and be available upon call for intervention. For LNG carriers fulfilling the following 3 conditions:
 - length LNG carrier < 150 m
 - maximum volume of largest cargo tank < 5.000 m³
 - maximum LNG transfer rate < 1.500 m³/hr,the presence of a non-dedicated tugboat type Fifi-1 in the outer port is sufficient.
- 12.4 No ammunition carrying carriers may be present in the outer port.
- 12.5 No gas tankers other than LNG tankers may simultaneously be present in the outer port, save when a "checklist 'simultaneous call of an LNG carrier and a gas tanker other than LNG for rinsing'" has been delivered by a gas expert to that gas tanker

13. Nautical regulations upon departure

13.1 Permission to leave the port

One hour prior to departure, the pilot submits a sailing plan which will be transmitted to VTS-SG.

VTS-SG will broadcast the sailing plan (including the various passage times) simultaneously on traffic channels 65 and 69 at the following times (in case of dense VHF traffic on channel 65 and channel 69, VHF channel 04 can be used as an alternative):

- **1 prior to departure**
- **at the time of departure**

The master will request Port Control Zeebrugge for permission to sail. This permission will only be granted when the following conditions are complied with:

13.1.1 By MBZ

- 13.1.1.1 No ammunition carrying vessels may be present in the outer port.
- 13.1.1.2 No gas tanker other than LNG, for which no checklist 'simultaneous call of an LNG carrier and a gas tanker other than LNG for rinsing' has been delivered by a gas expert, is present in the outer port.
- 13.1.1.3 Strict measures regarding order and time of departure will apply, when other vessels report simultaneously.
- 13.1.1.4 The wind force must be less than 14 metres per second (according to the observations of the weather station at the western breakwater Zeebrugge)
- 13.1.1.5 Visibility must be at least a half nautical mile.

13.1.2 By VTS-SG

- 13.1.2.1 The LNG carrier reports possible defects as recorded on the tanker checklist to VTS-SG.
- 13.1.2.2 The under-keel clearance of the LNG carrier must be at least 15% of her draught when in the harbour and at least 20% when at sea.
- 13.1.2.3 The tidal current at the breakwaters must be running at less than 2 knots.

Port Control Zeebrugge, VTS-GS and the pilotage service decide in consensus about the fulfilment of the above-mentioned conditions n° 13.1.1.5. up to and including 13.1.2.3.

13.2 Reports

After having received permission to sail, the vessel will, prior to letting go, report the time of unmooring and the time of passing the breakwaters to:

- VTS-SG on channel 19 (Radar Control Zeebrugge)
- Vlissingen Traffic Centre on channel 14
- Port Control Zeebrugge on channel 71

13.3 Route and pilot disembarking

- The LNG carrier will sail via Pas van het Zand, Ribzand, Vaargeul 1, and pilot station Wandelaar. Depending on traffic agreements made earlier and on fairway obstructions, LNG carriers can deviate from this and follow the route Scheur West, A1, Akkaert-SW.
- When the pilot disembarks from the LNG carrier, well clear of all other pilot boarding/disembarking operations, all other vessels will be warned in good time by the Wandelaar pilot cutter and VTS-SG, and be requested to keep a safe distance (at least 5 cables) from the LNG carrier.

13.4 Shipping regulations

13.4.1 By MBZ

As soon as the LNG carrier is ready to leave the LNG dock, and has requested and obtained permission to do so, Port Control Zeebrugge will ensure the traffic control and co-ordination of all shipping inside the port and all in- and outbound

vessels, ensuring a minimum safety distance of 2 cables from the moment the LNG carrier passes the LNG buoy until she is clear of the Zeebrugge breakwaters.

13.4.2 By VTS-SG

VTS-SG controls and co-ordinates all shipping in the vicinity of the LNG carrier, issuing as standing order a minimum safe distance of at least 2 cables when passing an LNG carrier (overtaking, crossing and sailing in opposite directions). Furthermore, VTS-SG will ensure that all shipping remains informed about the departure of the LNG carrier and her passing times.

13.5 Police patrol

The maritime police will patrol regularly in the vicinity of the LNG carrier and in the fairway in order to ensure that all shipping complies with the traffic control regulations and to verify the co-ordination of all in- and outbound traffic inside the port. The maritime police also checks whether shipping complies with the instructions with regard to traffic control issued by VTS-SG or by Port Control Zeebrugge inside the port.

At the time of the patrol, she will contact the pilot on board of the LNG carrier and with VTS-SG (channel 04) and with Port Control Zeebrugge (channel 71).

Should any problem arise when no police patrol is present, e.g. non-compliance with the said traffic control regulations, VTS-SG will immediately contact the maritime police (phone 050/55 60 40 or by VHF), who will assess the situation in order to solve the problem.

CHAPTER IV – TRAFFIC MANAGEMENT IN THE LNG DOCK WITH 2 SIMULTANEOUS VESSELS

14. General

- Q-max is only allowed to berth at berth 615.
- 1st LNG carrier has to be fully moored (all fast) according to the approved mooring arrangement plan before a second LNG carrier is allowed to enter or leave the LNG dock.
- Upon arrival or departure of a second LNG carrier, leading lights in the LNG dock, should work properly.
- Upon arrival or departure of a large LNG carrier in the LNG dock and the presence of another LNG carrier, the presence of a tugboat type Fifi 1 will be according to chapters II and III, but in no case more than one tugboat type Fifi 1 is required

Annex I - partners

Pilotage Service Zeebrugge

Doverlaan 7 bus 2
B- 8380 Zeebrugge

Phone +32 (0) 50 55.77.30
Fax +32 (0) 50 55.77.33

Nautical Head of Department - Captain Etienne Van Aerschot
Phone +32 (0) 50 55 77 36
GSM + 32 (0) 475 34 87 25
Etienne.vanaerschot@mow.vlaanderen.be

Maritime Police Zeebrugge

Graafjansdijk 1
Be-8380 Zeebrugge

Phone.: +32 (0) 50/368.103

e-mail: dga.dac.spn.mik@police.be

MBZ

Harbour Management Brugge-Zeebrugge
P. Vandammehuis
Isabellalaan 1
B-8380 Zeebrugge
Belgium

Phone: + 32 (0) 50 54 32 40 (during office hours)
Fax: + 32 (0) 50 54 32 49 (during office hours)
Phone: + 32 (0) 50 54 68 67 (outside office hours)
Fax: + 32 (0) 50 55 03 50 (outside office hours)

e-mail: harbourmastersoffice@mbz.be
Website: www.portofzeebrugge.be

VTS-SG

Traffic Centre Zeebrugge
Westelijke Havendam
8380 Zeebrugge

Operation centre - head operator
Phone: +32 (0) 50 55 08 01
Phone: +32 (0) 50 55 08 02
Fax: +32 (0) 50 54 74 00
Telex: 81417

e-mail: vts-zeebrugge@vts-scheldt.net

Fluxys

Chris Vandecasteele
Phone: +32 (0) 2 282 78 37
Fax: +32 (0) 50 36 66 09
chris.vandecasteele@fluxys.com

Reception desk:
Phone: +32 (0) 50 36 66 11
Fax: +32 (0) 50 36 66 09

MRCC-SAR	<p>Agency for Maritime and Coastal Services Maritiem Plein 3 8400 Oostende</p> <p>Phone: + 32 (0) 59 34 10 20 (operation centre) + 32 (0) 59 70 10 00 or + 32 (0) 59 70 11 00 Fax: + 32 (0) 59 54 32 49</p> <p>Nautical Head of Department Capt. Réjane Gyssens Phone: +32 (0) 474 78 03 17</p> <p>rejane.gyssens@mow.vlaanderen.be</p>
MRCC-SAR Oostende	<p>Maritiem Plein 3 8400 Oostende</p> <p>Phone +32 (0) 59/34.10.20 (operation centre) Phone +32 (0) 59/70.10.00 or +32 (0) 59/70.11.00</p> <p>mrcc@mrcc.be</p>
GNA	<p>Common Nautical Authority</p> <p>Scheldecocoördinatiecentrum (SCC) Commandoweg 50 NL - 4381 BH Vlissingen</p> <p>Phone + 31 (0) 118.424.759</p> <p>nautischdienstchef@vts-scheldt.net</p>

Annex II - General observations

The LNG regulations apply to the present configuration of the LNG terminal. In the event of an expansion of the LNG terminal, the harbour regulations shall be reviewed.

The LNG regulations for the Q-max series will be subjected to an assessment not later than 5 arrivals of LNG carriers.

Annex III - Comparison of nautical prior conditions

	Small LNG carriers	Regular LNG carriers	Q-flex	Q-max
Dimensions	≤ 200 metres	LOA >200 - <315 m	LOA ≥315 - <345 m	LOA ≥ 345 m
Pilot boarding - Pilot station	Buoy 'KB'	1mile east of buoy 'A-S'	1mile east of buoy 'A-S'	1mile east of buoy 'A-S'
Minimum safe distance to pilot station	5 cables	5 cables	5 cables	5 cables
Minimum safe distance at sea	2 cables	2 cables	2 cables	2 cables
Carrier classification	oversized	oversized	oversized	oversized
First arrival	by daylight	by daylight	by daylight	by daylight + rising water
Tugs inbound	nil	4+1 - 180 BP - buoy 'SZ'	4+1 - 210 BP - buoy 'SZ'	4+1 - 305 BP - buoy 'SZ'
Tugs outbound	nil	3 - 150 BP - up to breakwater	4 - 165 BP - up to breakwater	4 - 260 BP - up to breakwater
Maximum wind I/O	< 14 m/s western break-water	< 14 m/s western breakwater	< 14 m/s western breakwater	< 12 m/s western breakwater
Keel-clearance I/O	20% at sea; 15% in port	20% at sea; 15% in port	20% at sea; 15% in port	20% at sea; 15% in port
Visibility I/O	1/2 mile	1/2 mile	1/2 mile	1/2 mile
Max. tidal current inbound	< 2 knots	< 1,5 knots	< 1,5 knots	< 1,5 knots
Max. tidal current outbound	< 2 knots	< 2 knots	< 2 knots	< 1,5 knots

Annex IV Firefighting ship 1 water spray

Required characteristics (Fifi 1)

- minimum number of water monitors: 2
- minimum discharge rate per monitor (m³/h): 1200
- minimum number of firefighting pumps: 1
- minimum total pump capacity (m³/h): 2400
- length of throw of each monitor (m): 120
- height of throw of each monitor (m): 45
- number of hydrants: 4 at each side
- number of firemen's outfits: 4

Waterspray

- the capacity of the self-protection water-spraying system is not to be less than 10 l/min for each square meter of protected area
- in the case of surfaces which are internally insulated, such as A-60 class divisions, a lower capacity may be accepted, provided it is less than 5 l/min for each square meter of protected area.

Source: MDK - afdeling Scheepvaarbegeleiding

1/26 WARNING ON THE USE OF NON-EQUIVALENT ELECTRONIC SEA CHARTS

BaZ 1/26 - 2016 cancelled

The “International Maritime Organization” (IMO) issues a warning on the use of nonequivalent electronic sea charts in the following text:

1. “The Sub Committee on the Safety of Navigation (IMO) has expressed concern at the proliferation of “non-equivalent” electronic chart systems, which use chart data not compatible with the accuracy of world-wide radionavigational systems and the practice of certain manufacturers to present their “non-equivalent” electronic charts as meeting IMO standards.
2. Shipowners and mariners are warned of the possible dangers of using “non-equivalent electronic chart systems”, which use data not compatible with the WGS-84 datum and do not comply with the provisional performance standards for ECDIS circulated by IMO.
3. Whilst the equipment concerned may be of assistance to navigation, if used without due care and a full understanding of its limitations and possible errors or if poor chart data, not based on official or authorized chart databases supplied by hydrographic offices, are used in conjunction with an accurate position fixing system such as the GPS, the equipment could be a danger, rather than an assistance, to proper navigation”.

Source: IMO SN-CIRC.157 (7 January 1993) – MDK – afdeling Kust – Vlaamse Hydrografie

1/27 CLARIFICATION ON THE USE OF RNC AND ENC IN ECDIS

BaZ 1/29 - 2016 cancelled

A raster chart is made by scanning the original paper chart and as such it is an exact copy of that chart. Such a chart resembles the familiar paper product and can barely be manipulated, despite being an electronic chart. The officially published raster chart is indicated as the “Raster Navigational Chart” (RNC). Several international hydrographical services publish official raster charts under their own brand name.

The English ARCS is the best known one and stands for “Admiralty Raster Chart Service”.

Vector charts are charts in which all data have been saved as individual elements. Because of the built-in intelligence a vector chart offers a lot more possibilities for navigational support than a raster chart. The officially published vector chart is called the “Electronic Navigational Chart” (ENC).

At the end of 1998 the “International Maritime Organization” (IMO) decided to allow the use of RNCs next to ENCs. But the RNCs may only be used when no ENC is available for the area concerned.

It is also provided that, if navigating with RNC, a corresponding set of paper charts should be used.

Systems that fully meet the IMO Performance Standards are official and are indicated with the term ECDIS. ECDIS stands for “Electronic Chart Display and Information System”. Their use is accepted by the IMO as a replacement for an up-to-date paper sea chart. The obligation to carry adequate charts has been stated in the IMO “Safety Of Life At Sea” (SOLAS) convention. It has been internationally agreed upon that wherever this convention speaks of paper charts, one may read ECDIS instead. All other systems that do not meet the IMO-standard are non-official and will be indicated with the term “Electronic Chart System” (ECS).

To steer the introduction of the electronic chart in the right direction the “International Hydrographical Organization” (IHO) introduced the “World-wide Electronic Navigational chart Database” (WEND)-concept in 1992. This concept is based on the assumption that in different regions of the world, mutually linked regional centres for electronic charts will be founded.

These centres, RENCs (“Regional Electronic Navigational chart coordinating Centres”), will function as mediators between the hydrographical services and the users.

For more information, consult the IHO-website (www.iho.int): section “ENC & ECDIS” and IHO-publication S-66 (“Facts about Electronics Charts and Cartage Requirements”) under the section “Standards & Publications”.

Source: MDK - afdeling Kust - Vlaamse Hydrografie

1/28 (DIFFERENTIAL) GLOBAL POSITIONING SYSTEM: THEORY AND PRACTICE

BaZ 1/28 - 2016 cancelled

1. DGNSS station

The Division 'Scheepvaarbegeleiding' of the Agency for Maritime and Coastal Services (MDK) is offering the service of Differential Global Positioning System (DGPS) for an increased precision of the GPS system.

The DGNSS station, located in the harbour of Ostend, monitors from land the broadcasted signal of all GPS satellites within range, and broadcasts at a frequency of 312 kHz any necessary correction and integrity warnings. This signal can be captured by DGPS receivers and, combined with the GPS signal, can provide a precision of position of 10 m in 99.8 % of the time.

The system increases the precision of the American GPS system, but can also be extended, so that among others the European EGNOS system is also supported. That is why it is called a DGNSS (Differential Global Navigation Satellite System) station instead of a DGPS station.

RECEPTION OF DGPS SIGNALS

In order to receive the DGPS signal, an appropriate DGPS receiver is required. This DGPS receiver can be integrated into a GPS receiver or comprise a separate module. A separate aerial for receiving the 312 kHz signal is always required. The DGPS signal can be received at sea on the entire Belgian Continental Shelf. The range of the signal depends among others on the height of the aerial, any obstacles between the transmitter and the receiver, atmospheric influences and other transmitters in the same frequency range.

PRINCIPLE OF OPERATION

Principle of operation of GPS

A GPS satellite transmits periodically a message to earth stating the time at which it was sent. Each GPS receiver contains a so-called 'almanac' in which is stated where each GPS satellite is at any moment. Taking into account the time delay between transmission and reception, the GPS receiver can calculate where it is located compared to the satellite. Theoretically, the data of 3 satellites suffice for determining a position on the earth's surface. In practice, however, four satellites are needed.

Principle of operation of DGPS

A DGPS station is located at a known position, and it is equipped with a very precise GPS receiver. On the one hand the station checks the quality of the received GPS messages (completeness, ...), and on the other hand calculates its position and compares it with his known position. On the basis of these calcula-

tions, 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	Division Scheepvaartbegeleiding Agency for Maritime and Coastal Services Flemish Government Maritiem plein 3 8400 Oostende www.scheepvaartbegeleiding.be

3. Use of charts and GPS navigation

GPS offers the possibility to determine a precise position with relatively simple means. And precision can be improved even more when using a DGPS (cf. point 2 for technical details).

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

Some important points of attention:

1. (D)GPS precision

- While using GPS, the chance that the true position is within a radius of 22,5m of the given position is 95%. The exact position will never be determinable.
- For more precise applications DGPS must be used.

2. Precision of charts

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

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

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

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

As far as the Belgian sea charts go, the positions of all wrecks found in the Belgian Continental Flat have been determined with the use of DGPS.

3. Navigation recommendations

- Make sure you use the correct "Geodetic Datum".
Check this when switching to another chart, especially foreign ones.
- If necessary, apply the stated corrections to the position.
- Keep in mind that a GPS position is not flawless.
- Look out for position imprecisions on every chart, especially when it concerns wrecks and flats.
Keep in mind that wrecks tend to have a certain size. The most shallow point is usually registered as the position.
So, in short: don't narrowly sail by underwater obstructions.

Source: MDK - afdeling Kust - Vlaamse Hydrografie

1/29 SPECIAL PROTECTION ZONES AND SPECIAL NATURE PRESERVE ZONES

BaZ 1/40 - 2016 cancelled

The Royal Decree of 20 March 2014 adopting the marine spatial plan confirms the establishment of three special protection zones for birds, a special zone for nature conservation and a specific marine reserve:

1. The special protection zones

1. a zone off Koksijde, named **SBZ 1**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 5, of which the coordinates are:
 - 51.11200 N 2.59733 E
 - 51.12933 N 2.53867 E
 - 51.20933 N 2.51400 E
 - 51.22550 N 2.65100 E
 - 51.14867 N 2.69883 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

2. a zone off Oostende, named **SBZ 2**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 8, of which the coordinates are:
 - 51.21017 N 2.85717 E
 - 51.23800 N 2.85517 E
 - 51.24666 N 2.75467 E
 - 51.35500 N 2.82400 E
 - 51.33383 N 2.95666 E
 - 51.29567 N 2.98983 E
 - 51.26967 N 2.91867 E
 - 51.24600 N 2.94133 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

3. a zone off Zeebrugge, named **SBZ 3**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 6, of which the coordinates are:

- 51.32450 N 3.14383 E
- 51.34480 N 3.07983 E
- 51,36217 N 3.06667 E
- 51.39750 N 3.17300 E
- 51.37833 N 3.25133 E
- 51.35317 N 3.27217 E

With the exception of the specific marine reserve described hereafter.

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the special protection zones, the following activities are prohibited:

- civil engineering activities
- industrial activities
- activities by publicity and commercial companies,

Insofar as they are not subjected to an appropriate assessment.

In “SBZ 1” and “SBZ 2”, the following activities are prohibited in the period from 1 December until and including 15 March:

- the exercise with helicopters at a height of less than 500 ft
- the passage of high speed vessels, with the exception of exceptional circumstances
- watersport competitions.

The shipping is allowed.

2. A special zone for nature conservation

In the sea area, a special zone for nature conservation is established as follows:

A zone named **«Trapegeer-Stroombankgebied»**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 4, of which the coordinates are:

- 51.09367 N 2.54367 E
- 51.13750 N 2.50533 E
- 51.27917 N 2.87567 E
- 51.23933 N 2.91850 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the special protection zones, the following activities are prohibited:

- civil engineering activities
- industrial activities
- activities by publicity and commercial companies
- dumping of dredged material and inert materials of natural origin, Insofar as they are not subjected to an appropriate assessment.

For these zones, the shipping is allowed.

The zone «Trapegeer-Stroombank» is enlarged up to a new zone **«Vlaamse Banken»**, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 14, of which the coordinates are:

- | | |
|--------------|-----------|
| • 51.09352 N | 2.54160 E |
| • 51.13665 N | 2.50399 E |
| • 51.15291 N | 2.48957 E |
| • 51.26833 N | 2.38900 E |
| • 51.30435 N | 2.37005 E |
| • 51.36476 N | 2.33860 E |
| • 51.45200 N | 2.29200 E |
| • 51.52700 N | 2.45200 E |
| • 51.51971 N | 2.47158 E |
| • 51.48100 N | 2.57800 E |
| • 51.41317 N | 2.67678 E |
| • 51.36904 N | 2.74147 E |
| • 51.27833 N | 2.87432 E |
| • 51.23846 N | 2.91702 E |

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the zone, activities are allowed

- that have completed the appropriate assesment, insofar as they are subject to this procedure;
- not otherwise prohibited or restricted.

The shipping is allowed in the whole zone.

3. A specific marine reserve

In the sea areas, a specific marine reserve is established, bounded by the baseline, as included in the official Belgian chart on a large scale, and the line joining points 1 to 3, of which the coordinates are:

- 51.35544 N 3.23252 E
- 51.36000 N 3.23666 E
- 51.36050 N 3.22100 E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

In the specific marine reserve, all activities are prohibited, excepted:

- 1° the legal exceptions as mentioned in article 8, §1°, of the law, with the exception of the shipping, undiminished activities behalf of the government or in execution of 2° and 3°;
- 2° the installation and maintenance of cables and pipelines;
- 3° the digging of trenches and the elevation of the seafloor;
- 4° the activities which fall within the scope of the user agreements referred to in Article 8bis of the law;
- 5° the activities which have been subjected to an appropriate assessment.

For this zone, the shipping is not authorized.

Source: FOD Volksgezondheid – Milieudienst d.d. 05/09/2014 en 23/09/2015: Royal Decree for MRP (marine spatial plan) dated 20/03/2014 en erratum van 13/07/2015

1/30 UNDERWATER CABLES AND PIPELINES

BaZ 1/30 - 2016 cancelled

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

In connection with the serious disturbances in connection or supply, which might result in case of damage, the very high repair costs, and in some case potential danger of life, all precautions must be taken so as to avoid anchoring and trawling at or close to submarine pipelines, even when there is no specific ban on the chart.

In order to avoid the risk of damaging submarine electricity cables as much as possible, a 250 meter protected area is created; this area is located at both sides of the cable. It is not allowed to drop any anchor in that area, even when there is no specific prohibition on the chart. Other activities, except for the installation of another cable in accordance with the stipulations of the Royal Decree dated 12 March, 2002, such as trawling, can only take place if these activities do not create any risks for the electricity cable.

2. Potential dangers resulting of rupturing cables or pipelines in order to clear anchors or fishing gear

Certain cables are high voltage cables, and can create a serious danger of life or as a minimum the risk of serious burns in case such cables are ruptured.

When a vessel breaks down because of a submarine cable, the anchor or the fishing gear must be let slip and sacrificed without doing the slightest attempt to chop the submarine cable while taking all precautions and avoiding any risk of damaging the cable.

Exaggerated force exercised on a pipeline can result in rupturing or tearing the line. In the case of a gas line, the gas escaping at high pressure all of a sudden might resemble an explosion, and can cause not only serious damage but also result in immediate and serious danger of fire or even loss of the vessel and human lives.

When a vessel breaks down due to a pipeline, the anchor or the fishing gear must immediately be let slip and sacrificed without undertaking any attempt to clear the anchor or fishing gear.

With the goal of striving for greater protection of submarine cables and pipelines, and in order to avoid very expensive repair works, interruption of connections or of supply, the mariners', and especially the fishermen's, special attention is drawn to Article 7 of the Law dated 18 April, 1885, on the approval of the International Convention on the protection of submarine telegraph cables,

and to the procedure provided in it concerning obtaining indemnity for loss or sacrifice of anchors or fishing gear. Article 29 of the International Convention on the High Sea, realized in 1958 in Geneva, has expanded the bearing of Article VII of the 1884 Convention (telegraph cables) to all submarine cables and pipelines. The 1982 Law of the Sea Convention, as ratified by the Law dated 18 June, 1998, adopted these provisions, and lays down that:

Article 115 - Indemnity for loss incurred in avoiding injury to a submarine cable or pipeline

Every State shall adopt the laws and regulations necessary to ensure that the owners of ships who can prove that they have sacrificed an anchor, a net or any other fishing gear, in order to avoid injuring a submarine cable or pipeline, shall be indemnified by the owner of the cable or pipeline, provided that the owner of the ship has taken all reasonable precautionary measures beforehand.

Source: FOD Economie

1/31 OCEANOGRAPHIC AND OTHER SIMILAR STATIONS

BaZ 1/31 - 2016 cancelled

More and more stations that are floating at sea, anchored or tied down, are being laid out for scientific or experimental observations (oceanographic and meteorological), or for commercial purposes (for example drilling rigs). These may be buoys, masts, poles as well as manned and unmanned towers or platforms.

Such stations are often close to shore or near shipping routes. When in collision with a vessel they may take heavy damage, or cause heavy damage to the ship. In order to facilitate their identification they are always painted in a clearly visible and special manner and equipped with both visual and sound signals that are as different as possible from the navigation signals that are otherwise to be expected in the area. These special marks and signals will be announced to mariners in time in the usual manner.

Mariners are strongly advised to always consult the latest reports about such stations or installations, to update their sea charts precisely and to use landing charts on a grand scale if their voyage route should bring them in the vicinity of one of these stations or installations. It should also be noted that floating or anchored stations are sometimes equipped with a long cable attached to precious instruments. As with other navigational obstacles, mariners are advised to sail past these stations at a safe distance.

Source: MDK en FOD Economie





1/32A PROTECTION OF OFFSHORE INSTALLATIONS

BaZ 1/32A - 2016 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 establishment of a safety zone of 500 meters around artificial islands, installations or devices for the generation of energy from the water, currents and winds in the sea areas under Belgian jurisdiction, is determined by the Royal Decree (KB) of 11 April 2012, published June 1, 2012.

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

3. The breach of the above regulations will be regarded as a punishable offense. The penal provisions are laid down in Article 55 (4) and their modalities in Articles 56, 57 and 58 of the Law of 22 April 1999 on the EEZ of Belgium in the North Sea.
4. Regarding the offshore installations in the EEZ of Belgium, see further the article 1/32B.

Source: MDK - FOD Economie - FOD Mobiliteit

1/32B OFFSHORE INSTALLATIONS: WIND FARMS

BaZ 1/32B - 2016 cancelled

Under Royal Decree (KB) of 11 April 2012, publication 1 June 2012, a safety zone is established around the wind turbines in exploitation of the following wind farms. The access to the safety zones is forbidden.

Te safety zones are bounded by the following coordinates:

Wind farm Belwind (56 turbines)

51°42,65'N 002°48,33'E	(nabij turbine F5)
51°41,63'N 002°50,30'E	(nabij turbine F1)
51°41,41'N 002°50,79'E	(noordoost turbine L1)
51°40,90'N 002°50,48'E	(zuidoost turbine L1)
51°41,03'N 002°49,93'E	(zuidwest turbine L1)
51°37,63'N 002°47,91'E	(nabij turbine E10)
51°38,66'N 002°45,94'E	(nabij turbine A10)

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

51°30,88'N 2°55,61'E	(nabij turbine A1)
51°32,83'N 2°52,35'E	(nabij turbine A7)
51°33,82'N 2°54,50'E	(nabij turbine D8)
51°32,06'N 2°58,46'E	(nabij turbine D0)
51°31,23'N 2°56,64'E	(nabij turbine B1)

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

51°32,27'N 2°58,73'E	(nabij turbine E1)
51°32,68'N 2°58,01'E	(nabij turbine E2)
51°32,89'N 2°57,64'E	(nabij turbine E3)
51°33,10'N 2°57,26'E	(nabij turbine E4)
51°33,53'N 2°56,51'E	(nabij turbine E5)
51°34,06'N 2°57,38'E	(nabij turbine F4)
51°34,39'N 2°57,87'E	(nabij turbine G4)
51°34,72'N 2°58,47'E	(nabij turbine H4)
51°34,99'N 2°59,22'E	(nabij turbine I5)
51°35,20'N 3°00,33'E	(nabij turbine J2)
51°34,81'N 3°01,03'E	(nabij turbine J1)
51°33,68'N 3°01,55'E	(nabij turbine I1)
51°33,37'N 3°00,54'E	(nabij turbine H1)
51°33,11'N 3°00,05'E	(nabij turbine G1)
51°32,80'N 2°59,56'E	(nabij turbine F1)

Wind farm Northwind (72 turbines)

51°39,13'N 002°54,67'E	(nabij turbine NW C-10)
51°37,55'N 002°57,31'E	(nabij turbine NW A-06)
51°36,70'N 002°55,83'E	(nabij turbine NW H-02)
51°36,30'N 002°54,85'E	(nabij turbine NW H-04)
51°36,23'N 002°54,36'E	(nabij turbine NW H-05)
51°35,58'N 002°52,74'E	(nabij turbine NW H-09)
51°35,52'N 002°52,05'E	(nabij turbine NW G-09)
51°35,66'N 002°51,38'E	(nabij turbine NW F-10)
51°36,11'N 002°50,96'E	(nabij turbine NW E-09)

Source: MDK – afdeling Kust – Vlaamse Hydrografie

1/33A MINIMUM REQUIREMENTS CERTAIN TANKERS THAT WISH TO SAIL TO A BELGIAN PORT MUST MEET

BaZ 1/33A - 2016 cancelled

The attention of the mariners is requested for the KB of 14-8-1984 (Belgian Statute Book of 22-9-1984) which contains a reporting duty and a checklist for such vessels.

Source: FOD Mobiliteit & Vervoer

1/33B REPORTING DANGEROUS SUBSTANCES TO THE COMMON NAUTICAL AUTHORITY

BaZ 1/33B - 2016 cancelled

Article 1

1. The Master of a seagoing vessel, loaded with or emptied with dangerous substances, as referred in Annex 1 of the Shipping Regulations Western Scheldt 1990, reports this to the Common Nautical Authority.
2. This report must be made:
 - a. at least twenty-four hours before arrival in the management area of the Common Nautical Authority, or
 - b. if the destination is known upon departure from the previous port, and the travelling time is less than twenty-four hours, not later than the time at which the vessel is leaving the previous port, or
 - c. in case the destination was not yet known upon departure from the previous port or is changed during the voyage, as soon as it is known but not later than the time of entering the Dutch territorial sea.

Article 2

The report, as referred to in Article 1, must be carried out using the reporting form as appended to the present Announcement, and must be sent to the Common Nautical Authority at fax number 00 31 (0) 118-472503 or to the e-mail address 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 or a convoy with more than twenty containers on board or with at least one container on board to which the ADNR applies, regardless of the number of containers, and that is entering the control area of the Common Nautical Authority for the first time during a certain voyage, reports his dangerous substances and the number of containers in an electronic way. This report must be carried out according to what is applicable to Navigation on the Rhine and has been laid down by the Central Commission for Navigation on the Rhine.

Article 5

Hereby the Joint Announcement No. 01-2009 is cancelled.

Article 6

These prescriptions come into force as from 1 March, 2010.

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

REPORTING FORM

Reporting of cargo information data of vessels loaded with or emptied of dangerous substances to the Common Nautical Authority:

The vessels mentioned in the introduction must, before entering the management area of the Common Nautical Authority, report the following information:

Vessel information:

Vessel's name:	-	Call sign:	-
Length:	- m.	Width:	- m.
Draught:	- dm.		

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.nr. 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;
- Groep B van the BC-Code;
- Annex I van the MARPOL;
- Annex II van the MARPOL;
- Annex III van the MARPOL.

Source: GNA: Bass 014-2010 - GB 01-2010

1/33C TRANSPORT OF DANGEROUS SUBSTANCES WITH GAS TANKERS TO AND FROM THE SCHELT PORTS

BaZ 1/33C- 2016 cancelled

The following prescription are laid down:

Article 1. General provisions

1. These prescriptions are applicable to the waters that are part of the management area of the Common Nautical Authority.
2. In these prescription is also meant by a gas tanker loaded with dangerous substances is also meaning a gas tanker that was loaded with dangerous substances and for whom no certificate stating that the vessel is free from dangerous substances was issued by a Dutch or Belgian recognized gas expert.

Article 2. Prescriptions for the transport of dangerous substances

1. In case a gas tanker is loaded with dangerous substances as meant in Annex 1 of the Dutch Shipping Regulations Western Scheldt, the captain must observe the following prescriptions:
 - a. a navigation plan must be prepared and applied;
 - b. a copy of the navigation plan must be presented for consulting at first request to the Common Nautical Authority;
 - c. it must be sure be certainty that no dangerous overpressure is present in the tanks;
 - d. particularities and changes of the condition of the vessel or the cargo that can affect the safety, must immediately be reported to the Joint Nautical Authority.
2. What defined in section one, part a and b, is not applicable to gas tankers loaded with the following dangerous substances:
 - a. ethylene oxyde, if the largest tank measures less than 1,000 m³ and if the vessel does not carry more than 5,000 m³;
 - b. acetaldehyde, ammonia, ethyl chloride or methyl chloride, if the largest tank measures less than 1,500 m³ and if the vessel does not carry more than 7,500 m³;
 - c. butane, butan/propane mixtures, butadiene, butylenes, ethane, ethene (ethylene), methane, methylacetylene/propadiene mixtures, propane, propene (propylene) or vinyl chloride, if the largest tank measures less than 3,000 m³ and if the vessel does not transport more than 15,000 m³;
 - d. dichlordifluoromethane, dichlormonofluoromethane, dichlor-tetrafluoroethane, monochlordifluoromethane, monochlor-tetrafluoroethane, monochlortrifluoromethane or nitrogen.

Article 3.

1. Furthermore, when sailing on the Western Scheldt or on the Canal from Ghent-Terneuzen, the captain of a gas tanker loaded with dangerous substances not covered by the exception of article 2, section 2, must observe the following prescriptions:
 - a. when entering, he must follow the route via the Scheur waterway and the main channel;
 - b. when leaving, he must follow the route through the main channel and the Scheur waterway;
 - c. when entering, besides the reporting of the passing of the usual points, also the passing of buoy 'Sch-3' must immediately be reported;
 - d. the vessel is only allowed to sail, when there are no obstacles in the chain from the pilot station at sea up to and including the berth place and vice versa;
 - e. sailing is forbidden or must be interrupted if possible by anchoring, at a visibility of 2,000 metres or less.
2. The trip of a vessel as meant in section one may only start if authorization (clearance) is given by the Common Nautical Authority. This authorization can be subject to additional conditions. An given authorization can at any time be withdrawn.

Article 4. Final provisions

1. These prescriptions don't affect what has been defined in other legislation and regulations as well what has been defined in the Common Announcements as issued by the Common Nautical Authority.
2. The Common Announcement no. 05-2004, dated June 1, 2004 and the corresponding BASS 055/04, as published in the Dutch State Gazette no. 107/2004, are herewith cancelled.
3. These prescriptions enter into force as from April 1, 2009.

Source: GNA: GB 02-2009

1/33D THE WEST EUROPEAN TANKER REPORTING SYSTEM (WETREP)

BaZ 1/33D-2016 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°25'W
9 (F)	48°27'N	008°W
10 (F+S)	44°52'N	003°10'W
11 (S)	44°52'N	010°W
12 (S)	44°14'N	011°34W
13 (S)	42°55'N	012°18'W
14 (S+P)	41°50'N	011°34'W
15(P)	37°N	009°49'W
16 (P)	36°20'N	009°00'W
17(P)	36°20'N	007°47' W
18 (P)	37°10'N	007°25'W
19 (B)	51°22'25"N	003°21'52".5E (border between B and NL)
20 (UK)	52°12'N	UK east coast
21 (IRL)	52°10'.3N	006°21'.8W
22 (UK)	52°01'.52N	005°04'.18W
23 (UK)	54°51'.43N	005°08'.47W
24 (UK)	54°40'.39N	005°34'.34W

Geographical coordinates serving as identification of a PSSA are to be used solely for this purpose and may not be interpreted differently with regard to maritime limits and borders.

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, difficulty manoeuvrable etc ...)

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

Position coordinates

BELGIUM

MRCC - SAR Ostend: 51°14'N 002°55' E

Tel: +32 59 70 10 00

Tel.: +32 59 70 11 00

Fax: +32 59 70 36 05

VHF: 16, 67

MF: 2182 kHz

MMSI: 00 205 99 81

Email: mrcc@mrcc.be

FRANCE

MRCC Gris-Nez: 50°52' N 001°35' E

Tel.: +33 3 21 87 21 87

Fax: +33 3 21 87 78 55

Telex: 130680

Inmarsat-C: 422799256

VHF: 16, 70

MMSI: 002275100

MRCC Corsen: 48°25' N 004°47' W

Tel.: +33 2 98 89 31 31

Fax: +33 2 98 89 65 75

Telex: 940086

Inmarsat-C: Nil

VHF: 16, 70

MMSI: 002275300

IRELAND

MRCC Dublin

Tel: +353 1 6620922/23

Fax: +353 1 6620795

Email: mrccdublin@irishcoastguard.ie

Communications may be sent to MRCC Dublin via:

MRSC Valentia (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: mrcclisboa@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: +(0)1326 317575

Facsimile: +(0)1326 318342

Inmarsat-C on 423200158

Email: falmouthcoastguard@mcga.gov.uk

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

1/33E COMMON NAUTICAL MANAGEMENT (GNB) - REQUIREMENTS FOR TANKER VESSELS REQUIRING A PILOT OR THAT ARE BEING PILOTED

BaZ 2016-07/119 cancelled

The GNA has established that unsafe situations with tankers releasing (toxic) gases exist in the GNB management area.

This can have consequences with respect to safety for the surrounding area, shipping and the persons on board.

The GNA has found that the relevant requirements as mentioned in the Transport of Hazardous Substances by Seagoing Vessels (RVGZ) and the shipping regulations require clarification.

Due to these unsafe situations in the GNB management area, including the boarding of pilots in offshore pilot areas, in harbour areas, and when exchanging tanker pilots on the Vlissingen roads, the GNA has decided to monitor this more closely.

In this case the following requirements for tankers will be issued:

1. Requirements

- 1.1** Without the permission of the GNA, tanker vessels may not clean, release gas from, or rinse their tanks during the voyage, nor in the GNB management area, nor while at anchor within the GNB management area, with the exception of the anchorages in the approach areas of the pilotage points Steenbank and Wandelaar. Tankers loaded with or empty of liquid gases that fall under the I.M.O. Gas Carrier Code, may only carry out the above activities in the anchorage areas Wandelaar and Schouwenbank with the permission of the competent Authorities.
- 1.2** The drip trays which may contain residue from the cargo must be empty (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 arrival in the pilot area, the aforementioned activities under art. 1.1 must have been terminated. The drip trays must also be empty, in order to avoid the formation of gas (art. 1.2).
- 1.4** The port authorities do not allow the tankers to depart while activities mentioned in art. 1.1 are carried out, or if the drip trays mentioned in art. 1.2 contain cargo residues.

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 it must report to the first VTS head 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 head station, the tanker will be requested to terminate said activities.
- 2.3 On the second notification with the VTS head 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.
- 2.4 If the vessel gives a positive (affirmative) answer, then the tanker will be referred to the pilotage service to be piloted.
- 2.5 If the vessel replies in the negative, then the vessel will not be piloted, but referred to an anchorage near the pilotage point, 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 piloting the tanker in the pilotage area by the pilot vessel, it is found that gases are released by the tanker, then the tanker will not be piloted but the vessel will be referred back to the VTS head station and the procedure under art. 2.5 will be implemented.
- 2.7 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.

3. Procedure for piloted tanker vessels navigating in the GNB management area

- 3.1 During the voyage completed by the piloted vessel through the GNB management area, the activities mentioned under art. 1.1 may not be carried out without the permission of the GNA.
- 3.2 If the vessels management or the pilot on board a tanker discovers that gases are escaping the cargo, then the GNA must immediately be notified by means of a notification on the prescribed VHF channel of the MFBI to the traffic centre of the VTS area where the tanker is located.
- 3.3 The GNA will take pragmatic measures in consultation with the respective pilotage service.
- 3.4 The measures will remain in force until the problems have been solved and the tanker is in the aforementioned situation “1. Requirements” and has permission to continue its voyage.

4. Consequences for tanker vessels that do not comply with the requirements mentioned under art. 1 stated regulations

- 4.1** The tankers will not be piloted at the pilotage points and will be stopped. This may cause tankers to lose time and be delayed.
- 4.2** During the voyage in the GNB management area, tankers may be referred to an anchorage (this can also be an anchorage area near one of the pilotage points).
- 4.3** Previous pilot orders will be charged in accordance with the requirements for Pilotage charging rates.

This notification enters into force on 18-03-2016.

Source: GNA: Bass 023-2016

1/34A PROCEDURE REPORTS TO THE MRCC IN CASE OF SHIPPING INCIDENTS

BaZ 1/34A - 2016 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, inflowing water or shifting cargo, all hull deficiencies or weakening of the construction, loss of cargo, loss of rescue equipment.

3° any accident affecting the safety of shipping;

Included is every incident, such as deficiencies, which can affect the manoeuvrability or navigability of the vessel, failures to the propulsion system or the steering system, the power sources, the navigation or communication equipment.

4° any situation that can result in the pollution of the waters and the coast;

This is every discharge or risk of discharge of hazardous or polluting substances in sea, every spot of hazardous or polluting substances, containers or packed goods floating in sea that are observed.

5° any substance floating in sea or any object floating in sea which does not belong there.

The incidents must be reported to the MRCC :

- a) either on VHF channel 16,
- b) or on VHF channel 67,
- c) or by telephone at the telephone number +32 (0) 59/70 10 00 or +32 (0) 59/70 11 00.

The search and rescue area includes:

- 1° the territorial sea;
- 2° the exclusive economic zone, abbreviated EEZ;
- 3° the sea area located between the low water line from the coast or from the low water drying heights situated within twelve nautical miles from that low tide line, or from the ends of the permanent harbour constructions which extend beyond the low water line, and the high water line.

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

1/34B SAR COOPERATION PLANS - MSC/CIRC. 1079 - BELGIUM

BaZ 1/34B - 2016 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:

Capt. Réjane Gyssens
Nautical Director MRCC Ostend
Maritiemplein 3
8400 Oostende
Belgium
rejane.gyssens@mow.vlaanderen.be

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

1/35 ANCHORING OF DAMAGED VESSELS AFTER AN INCIDENT

BaZ 1/35 - 2016 cancelled

Vessels that have sustained damage or probable damage following an incident may only continue the voyage to their final destination after receiving permission from the Communal Nautical Authority (GNA), more specifically the Head Traffic Leader of the Water district Western Scheldt and the Nautical Service Chef of the agency for Maritime and Coastal Services. These vessels generally must first anchor at a position designated by the GNA and more specifically the persons, mentioned in the above sentence, where an investigation will take place to establish the nature of the damage.

Source: GNA: GB 03-2005

1/36A ARTILLERY PRACTICE IN THE SECTOR LOMBARDSIJDE: GENERAL REGULATIONS

BaZ 1/36A - 2016 cancelled

1. Artillery sectors

There are three different artillery sectors that have been determined as follows:

1. Small sector

The danger zone is included in a sector with a 2,5 mile radius with the Nieuwpoort lighthouse as its centre, bordered by the bearings 114° from the Nieuwpoort lighthouse and 191° from the former WT of Westende (position 51°10',14 N - 2°46',62 E).

2. Medium sector

The danger zone is included in a sector with a 7,5 mile radius with the position 51°08',62 N- 2°46',15 E, as its centre, bordered by the same bearings as in 1.

3. Large sector

The danger zone is included in a sector with a 12 mile radius with the same centre and borders as in 2.

2. Signalization

The following signals will be hoisted to the top of the mast, placed in position 51°09',29 N - 2°44',15 E on 350 m WSW of the water tower of Nieuwpoort. For the artillery exercises that are done:

1. In the small sector

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

2. In the medium sector

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

3. In the large sector

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

The signals will be pulled down during interruptions and after completion of the artillery practice. In addition to that a signalization panel, which is located to the right of the exit of the port shipping lane NIEUWPOORT, will be made visible during artillery practice.

The panel will show the following information:

GEVAAR-DANGER
ZEEWAARTSE SCHIETOEFFENINGEN
[SEAWARD ARTILLERY 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

1/36B NIEUWPOORT: SEAWARD ARTILLERY PRACTICE - SMALL, MEDIUM AND LARGE SECTORS

BaZ 1/36B - 2016 cancelled

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

- On ALL Saturdays, Sundays and legal holidays
- from 24 December 2016 up to and including 08 January 2017
- from 27 February up to and including 03 March 2017
- from 03 April up to and including 17 April 2017
- 01 May 2017
- from 25 May up to and including 26 May 2017
- 05 June 2017
- from 15 June up to and including 15 September 2017
- from 30 October up to and including 03 November 2017
- 15 November 2017
- from 25 December 2017 up to and including 05 January 2018

For the daily details of the schedule of the artillery practice, outside the periods listed here above, shipping is requested to consult the MSI of the MRCC Ostend. All shipping activity is prohibited in the activated sector during artillery practice. To improve the information towards the various users (pleasure shipping, sailing clubs, fishing, etc.) the Ministry of Defence will make more detailed information concerning the actual use of the sectors and the limitations on shipping that follow from it available on the website:

www.mil.be

then click on “operaties & oefeningen” - “oefeningen” - “zeewaartse schietoefeningen” (<http://www.mil.be/nl/zeewaartse-schietoefeningen>)

This information will be updated on a daily basis.

It is also possible to contact the artillery sector in Nieuwpoort telephonically at number: +32 (0)2 44 23 726.

Source: Ministerie van Defensie - Nieuwpoort

1/37 NORTH SEA: BELGIAN NATIONAL EXERCISES AREA FOR MARINE VESSELS

BaZ 1/37 - 2016 cancelled

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

- 51°26,75'N - 2°21,00'E
- 51°26,75'N - 2°48,00'E
- 51°36,00'N - 2°48,00'E
- 51°40,00'N - 2°42,00'E
- 51°40,00'N - 2°34,00'E

Further notices will inform about the detailed schedules as well as about the type of these exercises.

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

1/38 ZONE FOR DETONATING WAR AMMUNITION AND PRACTICE MINES NORTHEAST OF THE ANCHORAGE AREA WESTHINDER

BaZ 1/38 - 2016 cancelled

As from 2012 an area has been set with as its centre 51°29',07 N - 2°49',92 E and a radius of 3,2 NM for detonating old war and practice mines.

This area is used all year long by different types of vessels of the Belgian Navy component for detonating at sea of old war mines and practice mines that have been found by own navy vessels or by fishing and dredging vessels.

The frequency of these detonations varies between 15 and 20 explosions a year. If necessary detonating may be done in other areas as well. BaZ 1/10 determines the procedures for this.

Note: the shipping movements mainly consist of mine sweeping vessels and high sea towing vessels and their respective RHIB's and diving teams as well as those vessels that make use of the practice zone in art. 1/39 point 1.

Source: Ministerie van Defensie - Marinecomponent

1/39 BELGIAN COASTAL ZONES FOR MINE LAYING, MINE DETECTION AND MINE SWEEPING PRACTICE

BaZ 1/39 - 2016 cancelled

Within the framework of practicing areas for mine laying and mine sweeping in the North Sea, the Channel and the waters surrounding the British Isles, following zones are situated on the Belgian Continental Flat:

1. Zone NB-01 (Westhinder)

- 51°28',85 N - 2°44',92 E
- 51°26',75 N - 2°44',92 E
- 51°26',75 N - 2°35',52 E
- 51°28',85 N - 2°35',52 E

This area is used throughout the entire year by different types of vessels of the Belgian Navy for individual or group practice.

The area is used in particular by mine sweeping vessels as **deep water zone** for the use of sonar, remotely controlled underwater vehicles and divers.

Note: most vessel movements will extend themselves to the area described under article 1/38.

2. Zone NBH-10 (Wenduine)

- 51°21',00N - 002°57',10 E
- 51°21',00N - 003°00',70 E
- 51°18',70N - 002°55',80 E
- 51°19',80N - 002°54',50 E

This area is used throughout the entire year by the minesweeping vessels of the Belgian Navy as well as those of other navies for mine sweeping practice. The area is particularly used by mine sweeping vessels as shallow water zone for the use of sonar, remotely controlled underwater vehicles and divers. Lastly, the area is also used as a testing and evaluation zone for mine detection systems.

Note: because of manoeuvrability characteristics and weather conditions the vessel movements will practically speaking extend themselves to a slightly wider area, situated between the approach of the port of Oostende and the Wenduine Bank.

3. Zone QZR 040

- 51°15',12 N 2°27',61 E
- 51°17',21 N 2°29',23 E
- 51°18',51 N 2°31',83 E
- 51°19',60 N 2°33',60 E
- 51°19',60 N 2°36',09 E
- 51°19',34 N 2°34',72 E
- 51°18',13 N 2°32',43 E
- 51°16',79 N 2°29',77 E
- 51°14',89 N 2°28',39 E

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

4. Zone Outer Ratel

- 51°16',20N 2°30',40E
- 51°17',00N 2°29',50E
- 51°18',30N 2°32',10E
- 51°17',50N 2°33',10E

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

Source: Ministerie van Defensie – Marinecomponent

1/40 DIVING AT SEA: PROCEDURES

BaZ 1/41A - 2016 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 telephonically, on the number +32 (0) 59/34 10 20.
3. The vessel must report to the MRCC before sailing from port, or, if necessary, before entering the waters that fall under Belgian sovereignty:
 - 1° the name of the vessel;
 - 2° whether the vessel is sailing or sailing out with divers aboard;
 - 3° the number of divers aboard;
 - 4° the diving area.
4. When arriving at the diving area, the vessel must report:
 - 1° that the ship has arrived;
 - 2° how many divers will enter the water;
 - 3° the expected time that each diver will spend in the water.
5. Upon ending the diving activities the vessel will report that all divers are back aboard.
6. In the event of successive diving sessions the abovementioned instructions must be followed for every diving session.
7. The vessel will report when the diving activity has ended.
8. For diving activities which are planned in beaconned fairways or approaches, at least three weeks in advance, an authorization should be requested to the nautical service chief of the MRCC. If an authorization is granted for diving operations in beaconned fairways or approaches, conditions thereto may be impose.

Source: MDK - afdeling Scheepvaartbegeleiding

1/41 BELGIAN TERRITORIAL SEA - CONTINENTAL SHELF - EXCLUSIVE ECONOMIC ZONE: DISCOVERIES AT SEA

BaZ 1/41B - 2016 cancelled

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

It involves all the discoveries of which it can be presumed to be underwater cultural heritage. It concerns all discoveries, regardless of the age, in the Belgian territorial sea and all discoveries that are under water 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

Source: Kabinet gouverneur West-Vlaanderen

1/42 BORDER CONTROLE OF THE EXTRA-SCHENGEN PLEASURE NAVIGATION

BaZ 1/42 - 2016 cancelled

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

1. Pursuant to Articles 5,8,19 and sections 3.2.5 and 3.2.6 of Annex VI of Regulation (EU)2016/399 of the European Parliament and the Council concerning a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code), pleasure boats **coming from a third country** (non-Schengen):
 - a. must enter a port designated as a border crossing point: Antwerp, Ostend, Zeebrugge, Nieuwpoort, Ghent or Blankenberge. Entry must occur during the opening hours of the border crossing point;
 - b. must upon arrival immediately report to the border crossing point of the authority responsible for maritime border control, i.e. the Shipping Police (see Annex 1 for contact information and opening hours) and hand over a document containing all the technical characteristics of the vessel and the names of the persons on board, formatted according to the attached template (see Annex 2);
 - c. must keep a copy of the document referred to under (b) among the ship's papers as long as the vessel remains in the territorial waters of one of the Schengen Member States;
2. Pleasure boats **departing to a third country** (non-Schengen), have to report at the border crossing post of the Shipping Police of the departure harbor and to hand over the document mentioned under 1(b).
3. A pleasure boat coming from a third country may enter a port designated as a border crossing point **outside the indicated opening hours**, but only with the express authorisation of the Shipping Police.

The provisions listed under 1 (b, c and 2) are fully applicable.

By way of derogation from Article 1, a pleasure boat coming from a third country may, due to **exceptional circumstances**, enter a port that is not designated as a border crossing point. In such case, the persons on board this vessel shall notify the port authorities so that they may be authorised to enter that port. In this particular case, 'port authorities' refers to the Harbour Master's Offices (see BaZ article 1/12A of this edition for contact information) and, by way of delegation, the persons in charge of the yacht clubs

(www.waterrecreatie.be/html/jachthavengids.php). The port authorities report the vessel's arrival to the nearest border crossing point of the Shipping Police. The declaration regarding the passengers is made by lodging the document referred to under 1 (b) with the port authorities. This document is made available to the border crossing point of the Shipping Police no later than the time of arrival.

4. If for reasons of force majeure the pleasure boat coming from a third country must dock in a port that is not a border crossing point, the port authorities shall immediately report the vessel's presence to the nearest border crossing point of the Shipping Police and shall make the document referred to under 1 (b) available to the Shipping Police.
5. Persons who are not covered under the EU's right of free movement but who wish to disembark after arriving or who wish to continue travelling in the Schengen Area must complete the required formalities at the border crossing point of the Shipping Police during the opening hours specified in Annex 1.
6. Any changes regarding the passengers or the technical characteristics of the pleasure boat must be reported immediately to the border crossing point of the Shipping Police.

ANNEX 1

Border post	Open	Address	Tel.	Fax	E-mail
Antwerp	24/7	SPN Antwerpen Kruisschans Kauwenstein 8 2040 Antwerpen	+3235460730	+3235410730	DGA.SPN.ANTWERPEN.BCP@ police.belgium.eu
Ghent	24/7	SPN Gent Langerbruggestraat 116 havennr. 1110A 9000 Gent	+3292555140	+3292513490	DGA.SPN.GENT.BCP@ police.belgium.eu
Ostend (operating Nieuwpoort outside the opening hours)	24/7	SPN Oostende Natiënkaai 5 8400 Oostende	+3259561530	+3259561559	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Zeebrugge (operating Blankenberge outside the opening hours)	24/7	SPN Zeebrugge Veerbootstraat 1 8380 Zeebrugge	+3250556040	+3250556043	DGA.SPN.KUST.BCP@ police.belgium.eu
Nieuwpoort (via Oostende outside the opening hours)	07-19	SPN Nieuwpoort Watersportlaan 13 8620 Nieuwpoort (Pyramide)	+3258224030	+3258224033	DGA.SPN.KUST.BCP@ police.belgium.eu
Blankenberge (via Zeebrugge outside the opening hours)	Contact +3250556040	Kustlaan 118 8380 Zeebrugge	+3250544007	+3250547629	DGA.SPN.KUST.BCP@ police.belgium.eu
If contact point above cannot be reached, contact:					
Maritime Information Centre	24/7	SPN MIK Graaf Jansdijk 1 8380 Zeebrugge	+3250368103	+3224439658	dga.spn.mike@ police.belgium.eu

ANNEX 2

CONTROLEFORMULIER SCHENGEN PLEZIERHAVENS "BELGIE"

Aankomst ☐

Vertrek ☐

Vaartuig	Naam	Thuishaven	Vlag
<hr/>			
	Merk	Type	Serienr
<hr/>			
	Lengte	Breedte	Diepgang

GEGEVENS OPVARENDEN

Datum aankomst :	Datum vertrek :	Datum controle :
<hr/>		
Komende van :	Bestemming:	Haven controle :

	Familienaam	Voornaam	Geboorteplaats	- datum	Nationaliteit	Nr. Identiteitsdocument
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						

Regularisatie ja ☐

neen ☐

Eigenaar	1 _____
	2 _____
	3 _____
Adres	1 _____
	2 _____
	3 _____

Datum + uur

Sectie SPN

Naam + Handtekening

CONTROLEFORMULIER SCHENGEN PLEZIERHAVENS “BELGIE”

Arrival ☐

Departure ☐

Vessel Name	Homeport	Flag
-----	-----	-----
Make	Type	Serialnumber
-----	-----	-----
Length	Width	Draught

GEGEVENS OPVARENDEN

Date of arrival :	Date (intended) departure :	Date control :
-----	-----	-----
Coming from :	Bound for:	Port of control :

	Familyname	Given name	Birthplace	- date	Nationality	Nr. Identitydocument
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						

Regularisation yes ☐ no ☐

Owner	1 _____
	2 _____
	3 _____
Adress	1 _____
	2 _____
	3 _____

Date + hour

Section SPN

Name+ Signature

Source: Scheepvaart Politie

1/43 ZONE OF THE GNB (COMMON NAUTICAL MANAGEMENT) - PILOT PROJECT: 'PILOT VIRTUAL AIDS TO NAVIGATION'

BaZ 1/43 - 2016 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

1/44A UNITED KINGDOM AND FRANCE: DOVER STRAIT/PAS-DE-CALAIS REPORTING SYSTEM (CALDOVREP)

BaZ 1/44A - 2016 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°32'80N 00°57'80E) to the coast of France.

2. Description

1. CALDOVREP is a Mandatory Reporting System under SOLAS Regulation V/11.
2. Shore based facilities at Gris-Nez Trafic (France) and Dover Coastguard (UK) are able to monitor shipping movements and provide improved advice and information about navigational hazards and weather conditions.

3. Contact details

Northeastbound vessels

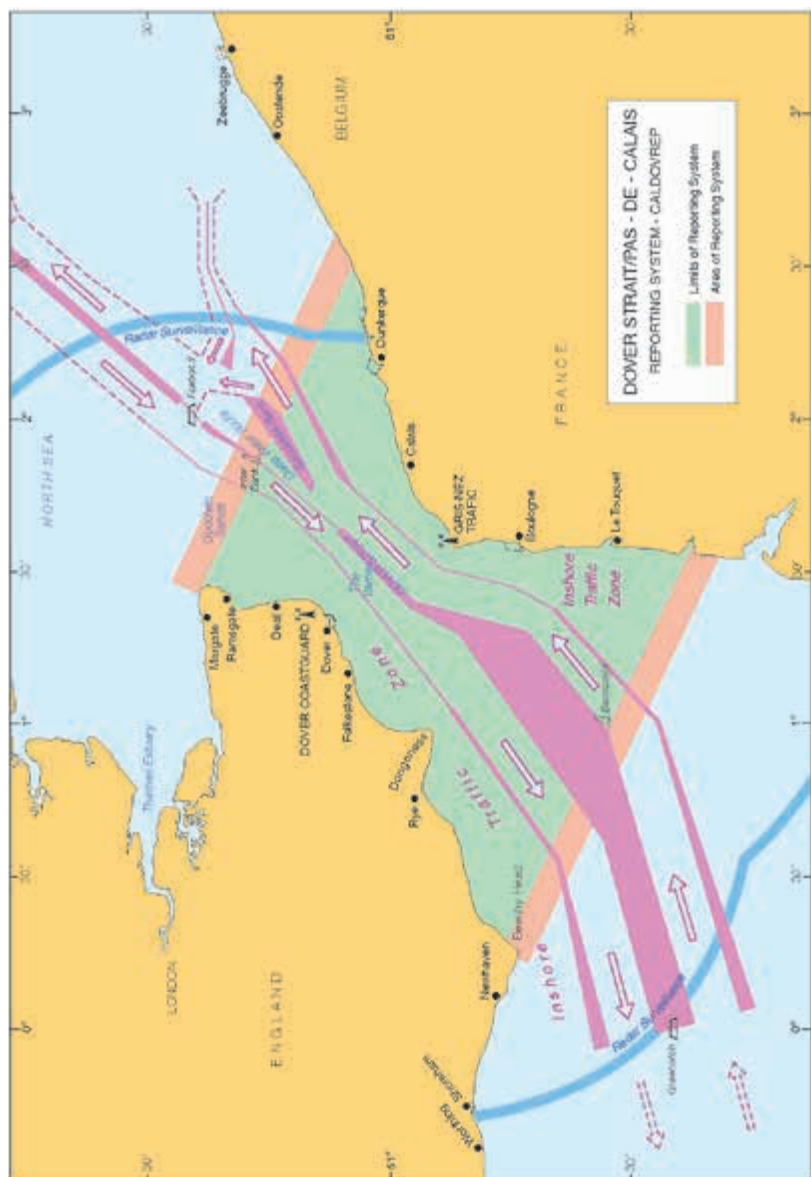
Call: Gris-Nez Trafic
VHF Channel: Ch 13

Southwestbound vessels

Call: Dover Coastguard
VHF Channel: Ch 11

4. Hours

24H



NOT TO BE USED FOR NAVIGATION

5. Procedure

1. All vessels of 300 gt and over are required to participate in the Reporting System.
2. Vessels of less than 300 gt should continue to make reports to the MAREP voluntary reporting system in circumstances where they:
 - a. Are not under command or at anchor in the TSS or its ITZs
 - b. Are restricted in their ability to manoeuvre
 - c. Have defective navigational aids
3. **Northeastbound traffic should report to Gris-Nez 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 or by participating in the MAREP system, should take appropriate measures to overcome those defects before entering the Dover Strait.

6. Information

1. Both Gris-Nez and Dover monitor shipping in the TSS in the Dover Strait/ Pas-de-Calais using radar and each provides regular information about weather and navigational hazards as part of the joint Channel Navigation Information Service (CNIS). Information is broadcast at the following times and on the following frequencies:

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 and MAREP systems.

Note:

Vessels using CALDOVREP are tracked by radar and AIS, as are those contravening the Regulations for Prevention of Collisions at Sea 1972 (as amended), and their course and speed broadcast. Offenders are reported to their Flag States for action to be taken in accordance with IMO Resolution A432(XI).

Source: UKHO: “List Radio Signals: NP 286(1) 2015/16” – © British Crown Copyright 2015. All rights reserved

1/44B FRANCE - PORT OF DUNKERQUE: VESSEL TRAFFIC SERVICE (VTS)

BaZ 1/44B - 2016 cancelled

1. Area

The Dunkerque VTS Area is bounded by the following positions:

- 51°00'·60N 2°07'·10E
- 51°01'·90N 2°07'·10E
- 51°01'·90N 1°57'·20E
- 51°01'·64N 1°50'·44E
- 51°01'·00N 1°48'·53E (RCA Lt buoy)
- 51°01'·00N 1°45'·84E (RCW Lt buoy)
- 50°59'·95N 1°44'·10E
- 51°00'·95N 1°42'·32E
- 51°04'·90N 1°48'·10E
- 51°05'·40N 1°50'·40E
- 51°09'·90N 2°09'·90E
- 51°04'·70N 2°22'·30E
- 51°04'·50N 2°23'·40E
- 51°05'·30N 2°28'·10E
- 51°07'·90N 2°30'·50E
- 51°07'·10N 2°31'·20E
- 51°06'·40N 2°31'·20E
- 51°04'·80N 2°28'·70E
- 51°03'·60N 2°21'·20E
(end of the E jetty of the E port)

2. Description

1. Dunkerque VTS provides an Information Service and a Navigation Assistance Service, and also provides traffic regulation and planning in the port area.
2. The Dunkerque VTS comprises a main centre, Dunkerque VTS and a secondary centre, Dunkerque Ouest, which is more particularly concerned with vessels heading to or from Port Ouest.

3. Contact details

Dunkerque

Call: Dunkerque VTS

VHF Channel: Ch 16 73

Telephone: +33(0)3 28287603

+33(0)3 28287589 (Maritime traffic controller)

Fax: +33(0)3 28287597

E-mail: harbourmaster@portdedunkerque.fr

Dunkerque West

Telephone: +33(0)3 28287604

4. Hours

24H

5. Procedure

1. Whilst & route between the Dover Strait TSS and the regulated zones of the Dunkerque VTS area, vessels subject to the SURNAV system should maintain a continuous watch with Gris-Nez 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 Hr Mr.
4. Vessels must contact Dunkerque VTS on VHF Ch 73 at least 2h before entering the VTS area, and on request, provide the following information:
 - a. ETA at Dyck Lt buoy, at 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 West for entering Port Ouest 1h prior to entering the VTS area to transmit the following information:
 - a. Any deficiencies
 - b. Maximum draught
 - c. ETA at the jetties
 - d. Request for boatmen
7. Vessels approaching from the W should contact Dunkerque West on passing DW10 Lt buoy.
8. Vessels approaching from the E heading to Port Ouest must report their position to Dunkerque VTS and to Dunkerque West on passing DW24 Lt buoy. The latter then takes over from Dunkerque VTS.
9. Vessels 300 gt and over entering the area of the VTS must make contact with Dunkerque VTS on VHF Ch 73 and the Dunkerque Pilot Station on VHF Ch 72.
10. When in the area of the VTS vessels must:
 - a. Keep a continuous radio watch on VHF Ch 73
 - b. Communicate in French or English
 - c. Report any instances of emergency, collision, grounding, fire or any situation affecting vessels manoeuvrability or any environmentally hazardous situation
11. LNG Vessels:
 - a. In addition to the above procedures, LNG vessels must advise ETA at Dyck Lt buoy via the agents to the Hr Mr:
 - (i) On departure from the port of loading, and
 - (ii) Provide details of any amended plans at least 4h in advance of arrival and then every 24h thereafter via the agents
 - b. Vessels must advise ETA at Dyck Lt buoy 48h in advance to Hr Mr's Office and the Pilots directly by e-mail or telephone confirming ETA 12h in advance to the agent, Hr Mr, Pilots and terminal.
 - c. Vessels must contact Dunkerque VTS on VHF Ch 73 and Pilotes Dunkerque on VHF Ch 72, 2h before arrival at the Pilot boarding position.

Note:

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

Source: UKHO: "List Radio Signals: NP 286(1) 2015/16" – © British Crown Copyright 2015. All rights reserved

INDEX ABBREVIATIONS

The most important abbreviations used in the BaZ (for the abbreviations on the charts we refer you to the brochure “Signs and Abbreviations”):

AAN	Avis aux Navigateurs
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
AWNIS	Allied Worldwide Navigation Information System
<hr/>	
BA	Competent Authority
BaZ	Berichten aan Zeevarenden (Notices to Mariners)
BB	Port
BEMTAR	Belgian Maritime Threat Awareness and Reporting
blz	bladzijde(n); page(s)
bps	baud per seconde
Br	British
BS	Belgian Statute Book
BTV	Bezwaar Tot Vervolg
BTV	Bezwaar Tot Vervolg
<hr/>	
CALDOVREP	Calais Dover Reporting system
Cdt.	Commandant
CHW	Centrale Hansweert
cil	cylinder
cm	centimeter
CTN	Traffic Control Terneuzen

CVL	Traffic Control Flushing
CZB	Centrale Zeebrugge
CZV	Traffic Control Zandvliet
DBZ	Dringende Berichten aan Zeevarenden (urgent notices to mariners)
DGNSS	Differential Global Navigation Satellite System
DGPS	Differential Global Positioning System
Dir.	director
dm	decimeter
DSC	Digital Selective Call
E	east(ern)
ECDIS	Electronic Chart Display and Information System
ECS	Electronic Chart System
ED50	European Datum 1950
EEZ	Exclusief Economische Zone
ENC	electronic navigational chart
ETA	Estimated time of arrival
ETD	Estimated time of departure
ETS	Estimated time of sailing
GB	Gemeenschappelijke bekendmaking (Common Announcement)
gem.	average
GHA	Gemeentelijk Havenbedrijf Antwerpen
GLLWS	Mean Lower Low Water Springs (MLLWS)
GMDSS	Global Maritime Distress Safety System
GMT	Greenwich Mean Time
GNA	Gemeenschappelijke Nautische Autoriteit
GNB	Gemeenschappelijk Nautisch Beheer

GPS	Global Positioning System
Gr	Greenwich
h	hour
H	Mean Lower Low Water Springs
HDGE	Havendienst Gent
HDTN	Havendienst Terneuzen
Hor	horizontal
HW	High Water
HWS	High Water Springs
Hyd	hydrography
IALA	International Association of Lighthouse Authorities
ICS	International Chamber of Shipping
IHO	International Hydrographic Organisation
IMO	International Maritime Organisation
INS	Information Service
INT	international
ISPS	International Ship and Port Facility Security
ITZ	International Traffic Zone
K	canal
kard	cardinal
KB	Koninklijk Besluit (Royal Resolution)
kHz	kilohertz
km	kilometer
krt(n)	chart(s)
LAT	Lowest Astronomical Tide
lat	lateral

Ldw	Loodswezen (Pilotage Services)
LES	Land Earth Station
LI	list of lights
LLWS	Lowest Low water Springs
LNG	Liquified Natural Gas
LOA	length over all; remote pilotage
LPG	Liquified Petroleum Gas
LT	local time
LW	Low Water
LWS	Low Water Springs
<hr/>	
m	meter
MARPOL	International Convention for the Prevention of Pollution from Ships
MB	Ministerial Resolution
MBZ	Maatschappij van de Brugse Zeevaartinrichtingen
MDK	Agency for Maritime Services and Coast
MET	Central European Time (CET)
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
MT	middelbare Tijd
<hr/>	
N	north(ern)
NAS	Navigational Assistance Service
NAVTEX	Navigational Telex
NCAGS	Naval Cooperation And Guidance Of Shipping
Ned	The Nederlands/Dutch

NM	Nautical Mile
NMCM	Naval Mine Counter Measures
Nr(s)	number(s)
NTM	Notice(s) To Mariners
OCAM/OCAD	Orgaan voor de Coördinatie & de Analyse van de Dreiging
ODY	Buoy Oostdyck
OMS	Oceanografisch Meteorologisch Station
OSU	Oostende Radio
(P)	preliminary notice(s) to mariners
PA	approximate position
PD	uncertain position
PEC	Pilot Exemption Certificate
pos	position
PRA	Pollution Response Area
PSSA	Particularly Sensitive Sea Area
Pt	point
Rare	radar reflector
Rarefl	radar reflector
RCC	Rescue Coordination Centre
RCZB	Radar Control Zeebrugge
Refl	Reflector
RENC	Regional Electronic Navigational Chart Coordination Centre
RNC	Raster Navigational Chart
RTA	Requested Time of Arrival ;
RTD	Requested Time of Departure;
RVGZ	Regulations for the transport of dangerous cargoes on board commercial vessels
RWHS	red and white horizontally striped

RWS	Rijkswaterstaat
RWVS	red and white vertically striped
RYCO	Royal Yacht Club Oostende
RZHS	red and black horizontally striped
<hr/>	
S	south(ern)
s	seconde (time unit)
SAR	Search and Rescue
SB	starboard; Belgian Statute Book; afdeling Scheepvaartbegeleiding/Shipping Assistance Division
SBZ	Speciale Beschermingszone
SCC	Schelde Coordinatie Centrum
SID	Schelde Inlichtingen Dienst (Scheldt Information Services)
SMCP	Standard Marine Communication Phrases
SNMS	Scheldt Navigator Marginal Ships
SOLAS	Safety of Life at Sea
sp	sharp
SPS	Standard Positioning Service
SSB	Schelde Scheepvaartbericht
st	blunt
Stb	Dutch Statute Book
sub	under
SWATH	Small Waterplane Area Twin Hull
<hr/>	
(T)	temporary BaZ
TCS	Traffic Centre Steenbank
TCW	Traffic Centre Wandelaar
TCZ	Traffic Centre Zeebrugge
tel	telephone message
tgm	telegram message

TOS	Traffic Organization Service
TSS	Traffic Separation Scheme
UHF	Ultra High Frequency
UKHO	United Kingdom Hydrographic Office
UKZ	Zelzate Lookout
URS	Unie van Reddings- & Sleepdiensten
UTC	Universal Time Coordinated
VBS	verkeersbegeleidend systeem
vert	vertically
VHF	Very High Frequency
vm	vadem
vt	feet
VTs	Vessel Traffic Services
VTs-A	Vessel Traffic Services - Antwerp
VTs-SG	Vessel Traffic Services - Scheldegebied
VVS	traffic division system
W	west(ern)
WA	Wandelaar Approach
WEND	World-wide Electronic Navigational chart Database
WESP	Western Scheldt Planner
WETREP	West European Tanker Reporting System
WGS84	World Geodetic System 1984
WL	Waterbouwkundig Labo
WNA	Wandelaar Approach
WOA	width over all
WWNWS	World Wide Navigation Warning Service
zgn	so-called
zm	nautical miles

Notes

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