Vlaanderen
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Notices to Mariners

No. 2026-01
01 JANUARY 2026
NOTICES: 001-077

Agency
MARITIME and
COASTAL SERVICES

www.flemishhydrography.be

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Vrijhavenstraat 3 - 8400 Oostende

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

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

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

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

Agency
MARITIME and
COASTAL SERVICES

Coastal Devision is ISO9001 and ISO14001 certified

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This is a free translation of the official “Berichten aan Zeevarenden 2026-01”
In case of dispute the Dutch text is the only valid copy.

www.flemishhydrography.be

Contents

2026-01/001 NOTICES TO MARINERS

NtM 2025-01/001 cancelled

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

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

Preliminary notices have a reference number followed by the letter (P); temporary notices have a reference number followed by the letter (T).
The NtM No. 2, 10 & 20 give a summary of the (P) and (T) articles that are still in force and a summary of the notices that are still in force regarding the chart correction for each chart.
In addition to all that the NtM also list the "Maritime Safety Information" (MSI) that are still in force. The MSI are issued by the Maritime Rescue and Coordination Centre (MRCC) Ostend - "afdeling Scheepvaartbegeleiding" (Shipping Assistance Division) and mainly contain information about temporary beaconing problems and peculiarities at sea.

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

All mariners must:

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

Each mariner must also inform, through the quickest way, the nearest functionaries or employee of the government, about all information concerning eventual special sightings in the area of the Belgian coast and the River Scheldt that concern shipping, as well as all gaps and/or errors that may occur in the nautical publications, in the interest of the safety at sea, at the following address:

MDK - afdeling Kust - Vlaamse Hydrografie
(MCS - Coastal Division - Flemish Hydrography)
Vrijhavenstraat 3
8400 OSTEND, BELGIUM
Tel: +32 (0)59 55 42 11
e-mail: nautinfo@mow.vlaanderen.be

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

NOTES:
We ask your attention for:
Amended notices: 12, 24, 26, 27, 53, 61, 62, 67, 68, 75
New notices: 9

Source: MDK - afdeling Kust - Vlaamse Hydrografie

2026-01/002 REGULATIONS

NtM 2025-01/002 cancelled

The list below is a non-exhaustive list of regulations that apply to the areas charted on the nautical charts issued by the Flemish Hydrography.

1. **For the Belgian territorial sea, coastal ports and beaches:**

- KB of 04 August 1981: The Police and Shipping Regulations for the Belgian territorial sea, ports and beaches of the Belgian coast.
- The decree of 19 April 1995 on the organisation and working of the pilotage service of the Flemish Government and on the qualifications of port pilots and boatsmen, such as modified, and the additional excecutive decisions. The vessels that the various decrees apply to must have a copy of the proper regulations aboard, as well as an updated official chart of the area.
- Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre
- KB of 11 April 2005 about maritime border control
- KB of 20 June 1977 for the application of the Law of 24 November 1975 approving and implementing the Convention on the international provisions to prevent collisions at sea, 1972, attached Rules and its attachments
- Shipping Code (scheepvaartwetboek) 2019

2. **For the River Scheldt and canal Ghent-Terneuzen:**

- The shipping regulations Western Scheldt 1990 for the Dutch part of the Western Scheldt
- Shipping traffic law (1988) for the Dutch section of the Western Scheldt
- The shipping regulations for the Beneden-Zeeschelde (KB of 23 September 1992)
- The police regulations of the Beneden-Zeeschelde (KB of 20 September 1992)
- The general rules for shipping routes of the Kingdom (KB of 15 October 1935)
- General policy regulation on inland waterway traffic (KB of 24 September 2006), based on the European CEVNI (Code Europeen des Voies de Navigation Interieure)
- The decree of 05 April 1995 holding approval of the treaty between the Kingdom of the Netherlands, the Kingdom of Belgium and the Flemish Government on the revision of the Regulations for the execution of article IX of the tractate of 19 April 1839 and of chapter II parts 1 and 2 of the tractate of 05 November 1842, as they were adjusted, for the pilotage and the joint supervision on it (Scheldt regulations) and the additional attachment and executive decisions
- The shipping regulations for the Dutch and Belgian part of the canal from Ghent to Terneuzen
- Decree of 16 June 2006 concerning the guidance of the navigation on the maritime access routes and the organization of the Maritime Rescue and Coordination Centre
- KB of 11 April 2005 about maritime border control
- The Joint Notifications in force of the Common Nautical Authorities (GNA) are available on: www.vts-scheldt.net

3. **Supplement for certain waterways:**

Special regulations applicable to certain shipping routes (KB of 07 September 1950).

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

4. **Port Police regulations:**

Port of Antwerp-Bruges:
Port Police regulation Port of Antwerp 2024
Port regulation for the port area Brugge-Zeebrugge version 2.1 (14 September 2018)
North Sea Port Flanders (Ghent):
Port Police Regulations North Sea Port Ghent 2024
Ostend:
Police Regulation Port of Ostend as approved by the board of Directors of the A.G. Haven Oostende on 29 September 2020 version 29 January 2021

Source: MDK - afdeling Scheepvaartbegeleiding, MDK - DAB Loodswezen

2026-01/003 BELGIAN COAST STATION OSTEND RADIO - CALLSIGN : OSU - FREQUENCIES, BROADCASTS AND LISTENING OUT

NtM 2025-01/004 cancelled

1. Radiotelephony - Medium wave (class J3E)

- Frequencies for announcing and broadcasting safety reports.
  - announcing on emergency frequency 2182 kHz.
  - the first broadcast of a safety message will also be announced via MF DSC 2187,5 kHz (DSC = digital selective calling)
  - broadcasting on working frequency 2761 kHz
- Listening watch: permanently on 2182 kHz, 3178 kHz, 4095 kHz and 8237 kHz (HF).
  - calls on 3178 kHz will be answered on 2484 kHz.
  - calls on 4095 kHz will be answered on 4387 kHz.
  - calls on 8237 kHz will be answered on 8761 kHz (HF).
- Range: depending on the chosen frequency, time and weather conditions: from 400 up to and more than 1000 nautical miles.
- Callsign: OSU

2. Radiotelephony VHF (class F3E)

- Channels for announcing and broadcasting of safety messages:
  - announcing on emergency VHF 16
  - the first broadcast of a safety message will also be announced via VHF DSC 70 (DSC = digital selective calling)
  - broadcasting: on VHF 7
- Listening watch: permanently on VHF 16 and VHF 7 (working channel for commercial traffic: VHF 78). For the shipping traffic on the River Scheldt towards the Belgian harbours of Antwerp, Ghent and Brussels, there is a permanent watch keeping on VHF 16 (working channels for commercial traffic: VHF 64 and VHF 81)
- Range: about 35 nautical miles.
- Callsign: OSU

3. DSC - Digital Selective Calling

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

4. Broadcast of MSI: navigational warnings, search and rescue information, Pilot and VTS service messages, AIS service messages

- RADIOTELEPHONY:
  - for announcing:
    - on MF 2182 kHz in English and in Dutch.
    - on VHF 16 in English and in Dutch.
    - on VHF DSC 70 and MF DSC 2187,5 kHz only for the first broadcast.

  - for broadcasting:
    - on 2761 kHz and on VHF 7, first in English, then in Dutch immediately upon receipt at the coast station and then after the first H+03 and H+33 or H+33 and H+03.
    - repeated on the fixed hours: 0233-0633-1033-1433-1833-2233 UTC
    - weather forecasts: on 0720 LT, 0820 UTC and 1720 UTC.
    - the broadcasts are always preceded by the security signal: 'securité'.
- NAVTEX:
  - **frequency 518kHz:** programming letter T on navtex receiver.
    - For broadcasting:
    - 'important': immediately upon receipt at the coast station and later as 'routine'.
    - 'routine': following the time schedule letter T: 0310-0710-1110-1510-1910-2310 UTC.
    - weather forecasts at 0710-1910 UTC.
    - broadcasts only in English.

  - **frequency 490kHz:** (national navtex): programming letter B on navtex receiver .
    - Broadcasting following the time schedule letter B: 0010-0410-0810-1210-1610-2010 UTC.
    - Weather forecasts at 0810-1210-1610-2010 UTC.
    - Broadcasts in Dutch.

Source: Ministerie van Defensie - Marinecomponent

2026-01/004 ISPS REGULATIONS

NtM 2025-01/005 cancelled

Message to all ships to which ISPS regulations apply

Within the security of ships and port facilities framework, it is mandatory in application of article 6 of (EC) Regulation 725/2004 to communicate the information required in regulation 9 of chapter XI-2 of the SOLAS convention to the competent authority for maritime security.

Directive 2010/65/EU obliges the Member States to take the necessary measures to enable the carrying out of the different reporting formalities on arrival in a port electronically and in this way to establish a Maritime Single Window. In this framework the necessary ISPS information needs to be inserted from 01 September 2015 on in one or more screens with required fields of the port information systems (PCS: APICS, ENIGMA, ZEDIS, ENSOR). From there they will be transferred electronically to the competent authority and a feedback will be given in some cases (reporting of alarming or request of correction of information). For the ports situated in the inland (Liege, Brussels, destinations on the Albert Canal, the Brussels-Scheldt Canal and the Boven-Zeeschelde) the data have to be inserted in APICS.

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

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

Source: FOD Mobiliteit en Vervoer

2026-01/005 INTERNATIONAL SANITARY REGULATIONS

NtM 2025-01/006 cancelled

Message to all ships to which International Health Regulations from the World Health Organization apply

According to the article 60 of the Royal Decree of 29 October 1964 on the sanitary policing of the international traffic, it is mandatory to communicate a sanitary declaration. The requested information has to comply with that meant in the International Health Regulation (2005). Directive 2010/65/EU obliges the Member States to take the necessary measures to enable the carrying out of the different reporting formalities on arrival in a port electronically and in this way to establish a Maritime Single Window. In this framework the necessary sanitary information needs to be entered from 07 January 2016 in one or more screens with required fields of the port information systems (APICS, ENIGMA, ZEDIS, ENSOR). From there they will be transmitted electronically to the competent authority. For the inland ports (Liège, Brussels, terminals on the Albert Canal, the Brussels-Scheldt Canal and the Boven-Zeeschelde) the data have to be entered in APICS. This sanitary information has to be provided before calling at the port.

Source: FOD Mobiliteit

2026-01/006 RADIO NAVIGATION MESSAGES

NtM 2025-01/008 cancelled

The Mariners' attention is drawn to the "World-Wide Navigational Warning Service". This service spans over 21 geographical zones that are distributed over the entire world and are called NAVAREAS (I to XXI).

The limits of these areas and the positioning of the zone coordinator as well as the broadcasting stations have been charted. The data concerning the broadcasting times and frequencies has been recorded in "Admiralty List of Radio Signals - Volume 5 (NP 285) and Diagram A5 (NP 285 a)".

SOLAS regulation IV/12.2 states that "every ship, while at sea, must maintain a radio watch for transmissions of maritime safety information at the correct frequency or frequencies on which such information is transmitted for the area in which the ship navigates".

Source: MDK - afdeling Scheepvaartbegeleiding

2026-01/007 COASTAL-WEATHER-FORECAST

NtM 2025-01/009 cancelled

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

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

Source: MDK - afdeling Kust - Vlaamse Hydrografie

2026-01/008 WEATHER FORECASTS AND ANNOUNCEMENTS OF STORMY WEATHER AND GALE FORCE WINDS

NtM 2025-01/010 cancelled

1. General

1. The Royal Meteorological Institute of Belgium (abbr. KMI) provides shipping along the Belgian coast with reports on gale force winds, in addition to the common weather- and storm reports.
   All these reports apply to the following two maritime zones:
   - **Dover and Belgian coastal area**
     Area bordered in the English Channel by the imaginary straight line stretching from Beachy Head to the estuary of the Somme river on one side, and by the parallel of 51°24,95'N in the North Sea on the other side.
   - **Thames**
     Zone between the parallels of 51°24,95'N and 52°47,95'N in the North Sea.

2. Wind speeds are expressed in units of the Beaufort scale.

3. The radio announcements will be made by the coastal station Ostend Radio in both Dutch and English.

2. Weather reports

Broadcasting by Ostend Radio

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

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

3. Storm reports

1. The announcement will be made when wind speeds of 8 Beaufort or more are expected, but no earlier than 18 hours before the storm will reach the affected area.

2. Wind changes during the storm will be announced at least 3 hours in advance but no earlier than 6 hours in advance.

3. A message will also be sent when there is no longer any danger of storms.

4. Broadcasts by Ostend Radio
   In the text of the radio transmissions the wind speed and direction, as well as the affected area and the expected evolution will be mentioned if possible.

The broadcasts will be done:

- **by radio:** on the same frequencies as the normal weather reports:
  - immediately upon receipt at the coastal station.
  - at the end of the first two compulsory periods of silence
  The first broadcast will also be announced over DSC on VHF 70 and on medium wave 2187.5 kHz.

- **via NAVTEX**
  On 518 kHz and 490 kHz immediately upon reception at the coast station and then according to the fixed broadcast schedule:
  - on 518 kHz: 0310 - 0710 - 1110 - 1510 - 1910 - 2310 UTC
  - on 490 kHz: 0010 - 0410 - 0810 - 1210 - 1610 - 2010 UTC
  As long as the storm lasts.

4. Gale force wind warnings

1. The announcement will be made when it is expected that the wind will blow with a force of 6 or 7 Beaufort for at least three hours, but the announcement will not be made earlier than 12 hours in advance.

2. Report will be made when there is no longer a danger of gale force winds.

3. Broadcasts by Ostend Radio:
   The broadcasts will be made in telephony and over NAVTEX on the same frequencies and times mentioned in subparagraph 4 of the storm reports mentioned above.
   The first broadcast will also be announced over DSC on VHF 70 and MF 2187,5 kHz

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

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

Source: Ministerie van Defensie - Marinecomponent

2026-01/009 GNB MANAGEMENT AREA: SPOKEN LANGUAGES

In the GNB management area (Gemeenschappelijk Nautisch Beheer; consisting of the approach routes at sea, the Western Scheldt, the Beneden-Zeeschelde and the Canal Ghent-Terneuzen), Dutch or English are the spoken languages.

This means that anyone navigating a vessel must be proficient in at least one of these languages.

Source:: GNA Bass 065-2025, GB 02-2025

2026-01/010 GNB MANAGEMENT AREA: PROCEDURE IN EXTREME WEATHER

NtM 2025-01/011 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 GNA, additional measures are required for the safe and smooth flow of shipping traffic.
2. The GNA can take preventive action in the event of an extreme weather situation as referred to in paragraph 1 forecast by an accredited (meteorological) service.

Article 2

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

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

Article 3

1. The GNA shall contact the port authorities of the respective ports in the Scheldt area to inform them of the measures to be taken in good time before the measures referred to in Article 2 come into force.
   During this contact, at least the following matters shall be discussed:
   - vessels that are still on the river;
   - time of entry into force of the measures to be taken.

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

Article 4

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

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

2026-01/011 ACTIONS TO BE TAKEN IN CASE OF A SUBMARINE ACCIDENT (DISSUB - DISTRESSED SUBMARINE)

NtM 2025-01/012 cancelled

The first indications of a submarine being in distress and not able to surface, are the following:
- submarine indicator beacons (SEPIRB/Submarine Emergency Position Indicator Radio beacon) being released by the submarine itself
- red smoke candles or flares, fired with regular intervals from the submarine
- oil spots
- air bubbles

Every submarine has designated escape compartments, in which SMER (Submarine Escape and Rescue) equipment is stored.

SMER equipment could consist of:
- release gear for indicator beacons, life raft or messenger buoy
- white smoke candles with messenger
- pyrotechnics
- emergency underwater telephone with DISSUB bleeper
- Personal Locator Beacons (PLB)
- Submarine Emergency Position Indicator Radio Beacon (SEPIRB)

The indicator beacon is orange, but is difficult to spot in swell because of its low margin of buoyancy. Some have life rafts included. They can be fitted with a flashing light. They are usually tethered to the submarine. The beacons consist of an inflatable collar to support a radio unit that transmits on international distress frequencies (121.50, 243.00 or 406 Mhz). Most submarines use the MMSI number added with a unique 3 figure serial number which indicates the escape compartment from which the beacon has been released. The distress signal of NL submarines will be received by the NL COASTGUARD. NAVY and COASTGUARD will conduct mutual efforts in order to carry out the rescue operation.

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

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

Most submarine operating nations have an organization ready in order to be able to intervene in case of submarine accidents. They will:
- establish the location of the sunken submarine as accurately as possible
- take a vessel to the spot, preferably with lifeboats in the water, in order to be able to get survivors out of the water
- render medical assistance to survivors already taken on board
- take a diver-decompression room to the spot in order to treat survivors
- make known to people in the sunken submarine that help will be rendered

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

In addition to national organisations the International Submarine Escape and Rescue Liaison Office (ISMERLO, www.ismerlo.org) 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

2026-01/012 TREATMENT OF MINES AND EXPLOSIVES FOUND AT SEA

NtM 2025-01/013 cancelled

1. Mines, torpedoes, depth charges and/or other explosives sometimes get caught or entwined in trawl nets. This is often the case when trawl fishing is practiced in areas relatively far away from the Belgian coastline. Despite the fact that these explosives have been submerged for many years they still remain dangerous. Below are a few guidelines that must be followed when picking up such devices.

2. When a suspicious explosive device is spotted in the fishing gear that is still outboard, it should NOT be brought aboard. Cutting the gear is always the safest course of action. If possible this should happen after paying out the gear and dragging it away from the regular fishing grounds to more shallow water. It should be marked with a line 1,5 longer than the maximum depth (high water included). If possible, this line will be secured to the hull.

3. In addition, the position of the incident, optionally accompanied by a photograph, must be reported to the MRCC. The MRCC can then pass this information on to the MIK for further follow-up.

4. When discovering an explosive device when the content of the fishing gear is already on deck, following actions should be taken:
   - The device should be protected from any shocks.
   - The device should be stowed on to the deck in such a way that it is clear from any heat or vibration sources.
   - The device should be properly secured and fastened to prevent it from moving.

5. In order to ensure the safety of shipping and fishing vessels, the position of the sunken explosive or that of the fishing gear (beaconed or not beaconed), must always be reported to the MRCC Ostend (call sign COAST GUARD OSTEND). The MRCC Ostend will inform the Maritiem Informatie Kruispunt (MIK), Graaf Jansdijk 1, 8380 ZEEBRUGGE.

6. When a suspicious explosive device is trawled up at a position that is about 2 hours sailing away from the Belgian EEZ, this shall be reported by radio to the MRCC Ostend (call sign COAST GUARD OSTEND). This report will also include the estimated place and time of arrival of the vessel at the roads. With the port in sight the EOD divers will come aboard the fishing vessel from a navy vessel. The EOD will give their advice about the possibility of sailing into port over the radio: for the port of Ostend this is traffic control, for the port of Zeebrugge this is Port Control. In this event the fishing vessel will moor at the designated position. Should the EOD be of the opinion that the risk is too great and that defusing should be done at sea or after stranding the ship, the EOD will consult the MRCC Ostend (call sign COAST GUARD OSTEND) and give the appropriate instructions.

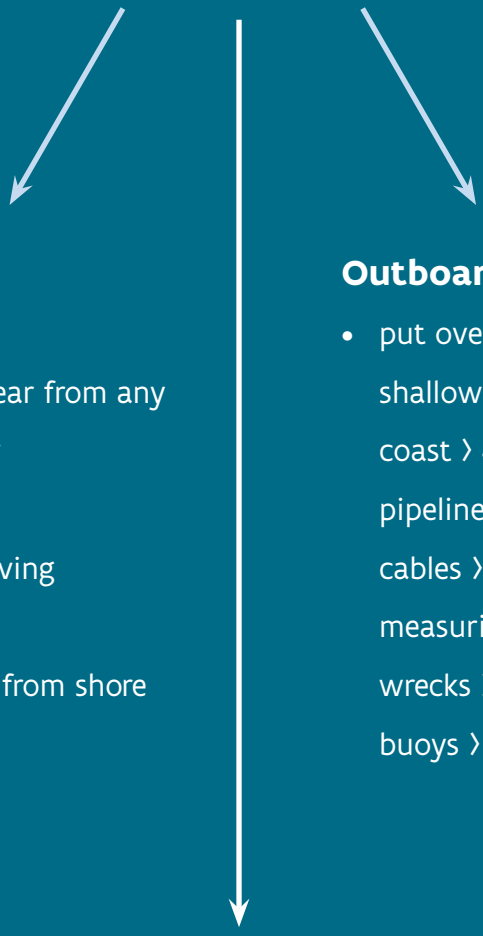
7. A ship with an explosive device aboard or in its fishing gear will warn ships in the vicinity. When the fishing gear is cut or the explosive has been sunk, this position will also be reported to the ships in the vicinity and to the MRCC Ostend (call sign COAST GUARD OSTEND). The MRCC Ostend will inform the MIK.

8. In no event shall a personal attempt be made to trawl up a mine and sail into a port.

EXPLOSIVES - ACTION DIAGRAM

Found an Explosive?

- trawled up
- sucked up



On deck

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

Outboard

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

coast › 4000 m

pipelines › 2000 m

cables › 2000 m

measuring poles › 1000 m

wrecks › 1000 m

buoys › 200 m

Report to MRCC & warn vessels in the vicinity

- **position**
- **type (explosives chart)**
- **measurements**

Source: Ministerie van Defensie - Marinecomponent

2026-01/013 PILOTAGE SERVICE AT THE SCHELDT ESTUARIES AND AT THE BELGIAN COASTAL PORTS

NtM 2025-01/014 cancelled

1. General

1. In the Western Scheldt estuaries, in open sea, towards the Belgian ports near the Scheldt and at the canal Ghent-Terneuzen and vice versa, the pilotage service is ensured in cooperation between Flanders and the Netherlands. Commercial vessels that sail these waters have compulsory pilotage, with the exception of those mentioned in the Resolution of exemption of compulsory pilotage Scheldt regulations (cf. NtM 2026-01/014). Only Flemish pilots and the Dutch Register pilots are authorized to provide this service.

2. The compulsory pilotage at the coastal ports of Ostend, Zeebrugge and Nieuwpoort is the exclusive territory of Flemish pilots. Using the pilotage service is compulsory in the shipping waters between the pilot stations and those coastal ports, within those coastal ports and between those coastal ports and the roads next to them, except for vessels that are exempt from compulsory pilotage as mentioned in the executive resolution "intensified compulsory pilotage" of the Flemish pilotage decree (cf. NtM 2026-01/015).

2. Pilot vessels and their stations at sea

1. North of the light buoy KBk (Kwintebank) in the area of position 51°22,20'N - 002°42,92'E, a Flemish pilot vessel is stationed with Flemish and Dutch pilots aboard; the former for piloting ships to Belgian coastal ports and Belgian ports at the Scheldt and the canal Ghent-Terneuzen; the latter for piloting ships to Dutch and Belgian ports at the Western Scheldt and at the canal from Ghent to Terneuzen. This Flemish pilot vessel of SWATH type has a red hull with, on both sides, in white letters, the name "WANDELAAR" and the word "PILOT". During the day she will sail under a red flag with the white letter P. At night she carries the lights as required by the International Regulations for Preventing Collisions at Sea. She is equipped with VFH radiotelephony and listens to VHF 65 and VHF 6.

2. The Dutch pilot vessels are stationed in the Schouwenbank Junction. The large P class pilot vessel has a black hull with four yellow stripes and the word 'PILOTS' written in white letters on the ship's side.
   The smaller SWATH vessel has a full yellow hull.
   The vessels listen to VHF 64 (Traffic Centre Steenbank) and VHF 79 (Pilot Steenbank).
   From these vessels, Flemish and Dutch pilots are available for piloting vessels to Antwerp and Ghent.
   Ships destinated for Dutch ports at the Western Scheldt are piloted by Dutch pilots.
   By day the pilot vessel at this station sails under a blue flag on top bearing a white letter 'L'.
   At night the vessel carries the lights as required for pilot vessels by the International Regulations for Preventing Collisions at Sea. The vessel also displays a white stakel light at maximum intervals of 10 minutes. Operational execution of pilotage is coordinated on VHF 79 by the Pilot Steenbank from the Scheldt Coordination Centre at Flushing.
   Inbound unpiloted vessels receive the necessary instructions for this via VHF 64 and VHF 79.

3. During periods of decreased visibility these pilot vessels (both Flemish and Dutch) give the same fog signals at their stations as the ones used by mechanically powered vessels, as determined by the International Regulations for Preventing Collisions at Sea. They may also give a recognition signal consisting of 4 short bursts.

Source: MDK - DAB Loodswezen

2026-01/014 RESOLUTION OF EXEMPTION FROM COMPULSORY PILOTAGE SCHELDT REGULATIONS

NtM 2025-01/015 cancelled

Art. 1.
In this resolution the following is understood by:
1° length over all: the length over all according to Lloyd's Register of Ships;
2° Flushing Roads: the part of the Western Scheldt that has been described as the Flushing Roads area in the 1990 Western Scheldt Shipping Regulations;
3° Rhine vessel, Denmark vessel, sea-going inland waterway vessel, register: as described in the Dutch Compulsory Pilotage Resolution of 1995;
4° Gross tonnage: Gross tonnage according to Lloyd's Register of Ships;

Art. 2.
Without prejudice to the provisions of or pursuant to article 11 of the Scheldt Regulations, the commanders of the following types of vessels are exempt from the compulsory pilotage set out in the first section of article 9 of the Scheldt Regulations.
1° inland waterway vessels, if not positioned seawards towards Flushing Roads;
2° estuary shipping: inland waterway vessels that only sail in a limited sailing area along the Belgian coast and have been registered as such by the Belgian government;
3° fluvio-marine shipping: inland waterway vessels holding a sea certificate that are limited to sailing within a particular area at sea and have been registered as such by the Belgian or Dutch authorities;
4° anchored sea-going vessels with the exception of sea-going vessels with a gross tonnage of 60,000 or more or a draught of 130 decimetre or more if not positioned seawards towards Flushing Roads.
5° Rhine vessels, Denmark vessels and sea-going inland waterway vessels that have been exempted from compulsory pilotage in accordance with the applicable legal provisions in the Netherlands and that have been registered as such in the register, if not positioned seawards towards Flushing Roads;
6° vessels built for dredging or transporting sand, dredging material or gravel unless they are used for other purposes during trips;
7° sea-going vessels owned or managed by the Flemish or Dutch pilotage services;
8° ships owned or managed by the Belgian, Flemish or Dutch government;
9° warships belonging to the Royal Navy, the Belgian Navy or an allied navy;
10° vessels sailing along a pilotage route in the territorial sea without the intention to call at or leave a port in the River Scheldt;
11° vessels sailing along a pilotage route in the territorial sea from or to the place where the pilotage ends or begins.
12° vessels moving along the same quay or making a similar short move within a shipping route.

Not exempt are sea-going vessels built or adjusted and used for the transport of mineral oil, gas or chemicals in bulk that are fully or partially loaded with these goods or are empty but have not yet been degassed or cleaned of their dangerous residues, with the exception of:
a. anchored vessels positioned seawards towards Flushing Roads;
b. vessels with a gross tonnage of less than 60,000 or with a draught of less than 130 decimetre moored at or upstream Flushing Roads.

Art. 2bis.
Without prejudice to the provisions of or pursuant to article 11 of the Scheldt Regulations, the following types of vessels are exempt from the compulsory pilotage set out in the first section of article 9 of the Scheldt Regulations:
1° sea-going vessels with a length over all up to 80 m and a draught up to 5,5 m sailing the estuaries of the River Scheldt from the Magne buoy via Oostgat, Galgeput, Sardijngeul and the Flushing Roads to the ports of Flushing East;
2° sea-going vessels with a length over all up to 80 m sailing the estuaries of the River Scheldt via a different navigation route than the one mentioned under 1°.

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

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

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

- the 2003 Resolution on the Exemption from the Compulsory Pilotage described in the Scheldt Regulations (Belgian State Book of 17.07.2003, page 38348), amended by the Resolution of 18 September 2008 (Belgian State Book of 29.09.2008, page 50451);
- the Further Requirements for exemption from compulsory pilotage described in the Scheldt Regulations (Belgian State Book 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 Book 29.09.2008, page 50429) and the Resolution of 23 September 2009 (Belgian State Book of 8 October 2009, page 66357).

Source: MDK - Stafdienst

2026-01/015 INTENSIFIED COMPULSORY PILOTAGE FOR VESSELS IN THE BELGIAN TERRITORIAL SEA AND WATERS UNDER THE AUTHORITY OF THE FLEMISH GOVERNMENT

NtM 2025-01/016 cancelled

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

Chapter I. General Provisions

Article 1.

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

1° Decree: the decree of 19 April 1995 concerning the organisation and functioning of the pilotage service of the Flemish region and concerning the certification of the port pilots;
2° Minister: The Flemish minister responsible for the pilotage service;
3° Competent authority: the Shipping Assistance Division of the Agency for Maritime and Coastal Services;
4° Length: the length over all;
5° Inland vessel: a vessel registered as such in the country of origin or a vessel normally sailing or destined for inland waterways, in accordance with the provisions of the Royal Decree of 04 August 1981 laying down police and maritime regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast;
6° Estuary Shipping: inland vessels, which sail exclusively in a limited sailing area along the Belgian coast, and are registered as such in the country of origin;
7° Fluviomaritime Shipping: inland vessels which are only allowed to sail in a restricted area at sea and are registered as such in the country of origin;
8° Compulsory Pilotage: the obligation to actually take a pilot or to use shore based pilotage as referred to in article 7, § 1, and § 3 of the decree;
9° Pilot Exemption Certification: a general exemption from the compulsory pilotage as referred to in article 7, § 2, 3 ° of the decree;
10° IMDG-Code: the international code for the carriage of dangerous goods by sea drawn up by the International Maritime Organisation (IMO);
11° IBC-Code: the international IMO-code for the construction and equipment of vessels transporting hazardous chemicals in bulk;
12° IGC-Code: the international IMO-code for the construction and equipment of vessels transporting liquid gas in bulk;
13° INF-Code: the international IMO-code of safety requirements for the carriage of irradiated nuclear fuels, plutonium and high-radioactive waste in barrels aboard a vessel;
14° MARPOL Convention: the International Convention for the Prevention of Pollution from Ships, with attachmentes, drawn up in London on 02 November 1973, and the protocol of 1978 with the International Convention of 1973 for the Prevention of Pollution from Ships, with attachment, drawn up in London on 17 February 1978;
15° Dangerous or contaminated goods: the goods listed or described in the following texts:
   a) the IMDG-Code;
   b) the description of the radioactive substances in the INF-code;
   c) chapter 17 of the IBC-Code;
   d) chapter 19 of the IGC-Code;
   e) the attachmentes 1, 2 and 3 of the MARPOL Convention;
16° Commissioner: an official with nautical experience of the Shipping Assistance Division, responsible for supervising the examination of the proficiency test;
17° LNG: liquid natural gas;
18° LNG-Bunker vessel: vessel constructed for transporting LNG, used to provide other vessels LNG as a marine fuel with a maximum length overall of 150 m;
19° Agency for Maritime and Coastal Services: the agency, established by the Flemish government decree of 07 October 2005 establishing the internal independent agency without legal personality Agency for Maritime and Coastal Services;
20° Proficiency test: the research into the knowledge and skill;

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

Chapter II. Compulsory Pilotage

Article 2.

The vessels referred to in article 2, 1° of the decree are obliged to take a pilot on board in the following waters:
1. on the Belgian territorial sea between the pilotage stations at the sea and the Flemish coastal ports;
2. on the River Scheldt from the Belgian/Dutch border to Temse;
3. on the Belgian part of the canal from Ghent to Terneuzen, the Moervaart, and the docks that connect to those waters;
4. the tidal ports of Ostend, Zeebrugge and Nieuwpoort and the waters between these ports and the nearby roads;
5. the access channels of the locks that connect to the aforementioned waters.
   By way of derogation from the first paragraph, the competent authority may impose shore based pilotage. During shore based pilotage, the commander confirms the receipt of any advice and repeats hereby the course and sailing advice. If the commander deviates from an opinion, he reports that immediately.

Chapter III. Vessels exempt from compulsory pilotage

Article 3.

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

Article 4.

By way of derogation from article 3, vessels, except inland waterway vessels shall, however, take a pilot on board in the following cases:
1° if it is wholly or partially loaded with dangerous or polluting goods in bulk or empty but not yet gas freed or stripped of hazardous residues, with the exception of vessels at anchor;
2° if the vessel is part of a push convoy, unless the competent authority grants an exemption;
3° if the vessel is towed unless the competent authority grants an exemption.

Chapter IV. Persons exempted from compulsory pilotage

Article 5.

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

§ 2 The Minister decides:

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

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

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

A commissioner is appointed, responsible for supervising the examination of the proficiency test. The alternates of the committed must also be officials of the Shipping Assistance Division with nautical experience.
The members of the examination committee and the commissioner shall each give a separate assessment of the proficiency test, which is decided by majority voting. When the votes are tied, the chairman's decision is final.
The Minister appoints the chairman and a deputy chairman of the examination committee for a term of five years. The mandate can be extended. The deputy of the chairman must fulfil the same conditions as the chairman.
The Minister shall appoint the commissioner and alternates of the commissioner for a period of five years. The mandate can be extended.
The other members of the examination committee are appointed by the chairman of the examination committee or by his deputy.

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

Article 5/1.

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

§ 2 The Minister determines:

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

5° the content, both theoretical and practical, the organisation, the procedure and the further handling of the proficiency test;
6° the rules to retake the proficiency test;
7° the meaning of trajectory in the context of the pilot exemption certificate for LNG-bunker vessels;
8° the period of validity and the form of the pilot exemption certificate for LNG-bunker vessels;
9° the obligations of the exemption holder, as well as the verification of compliance;
10° the conditions, the procedure, the practical handling and the period of validity of the extension of the pilot exemption certificate for LNG-bunker vessels;
11° the conditions under which the pilot exemption certificate for LNG-bunker vessels may be withdrawn;
12° the conditions under which, after withdrawal, a new application can be submitted to obtain the exemption declaration for LNG-bunker vessels.

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

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

Article 6.
A vessel whose commander holds a general pilot exemption certificate must, however, take a pilot on board in the following cases:
1° if it is wholly or partially loaded with dangerous or polluting goods in bulk or empty but not yet gas freed or stripped of hazardous residues, with the exception of vessels at anchor;
2° if it is part of a push convoy, unless the competent authority decides otherwise;
3° if it is towed, unless the competent authority decides otherwise.
A vessel must not take a pilot on board if it is an LNG-bunker vessel where the commander has a pilot exemption certificate for these ships.

Chapter V. Exemption measures

Article 7.
In the case of a situation where the weather conditions or the conditions of the vessel, the shipping, the waterway or a special or outside normal transport require so, the competent authority may, in consultation with the pilotage service decide:
1° to impose compulsory pilotage for the commander who is exempt from the compulsory pilotage;
2° to impose a compulsory pilotage for the vessels exempted from the compulsory pilotage;
3° to impose the obligation for the vessel to use one or more pilots.

Article 8.
In the interest of shipping and insofar as the safety of the waterway is not compromised, the competent authority may exempt a vessel from pilotage obligation in the following cases:
1° in case of an emergency situation;
2° if it cannot actually be provided with a pilot within a reasonable time. In that case, the commander shall fill in a questionnaire drawn up by the competent authority. On the basis of the questionnaire completed, the competent authority shall decide whether a single pilot exemption certificate is granted to the vessel;
3° if it makes a movement along the same quay or makes a similar short displacement within a waterway.

Chapter VI. Closing provisions

Article 9.
The commanders of the vessels which, on the day of publication of this decree in the Belgian Official Gazette, conduct the actual navigation on board the vessels referred to in article 4, § 1, 12° of the KB of 08 June 1971 containing the implementation of article 4 of the Law of 03 November 1967 on the piloting of sea crafts, as amended by the KB of 24 October 1980, are automatically issued with an pilot exemption certificate.

Article 9/1.
The pilot exemption certificates issued on the basis of the Ministerial Decree of 20 June 2005 on the granting of a pilot exemption certificate or the use of shore based pilots, as amended by the Ministerial Decree of 12 April 2017 remain valid for the duration for which they were issued. These pilot exemption certificates are considered as a general pilot exemption certificate.

Source: MDK - Stafdienst

2026-01/016 PILOT REQUEST ARRANGEMENT FOR VESSELS WITH AS DESTINATION A FLEMISH PORT SITUATED AT THE RIVER SCHELDT OR THE CANAL GHENT-TERNEUZEN

Pilot Request Arrangements Scheldt regulations 2013

NtM 2025-01/017 cancelled

Chapter I. Definitions

Article 1

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

1° **Pilot request services:** the operational points of contact of the Flemish and Dutch Pilotage Service, as specified in Attachment 1 of this decree, which are responsible for the assignment of pilots;
2° **Pilotage station:** pilot's embarkation point at sea;
3° **Electronic system for pilot request:** APICS2 information system of the Communal Port Authority of Antwerp, ENIGMA+ of the Ghent Port Authority agh and Zeeland Seaports, ENSOR of the Port of Oostende (AG), ZEDIS of the Bruges Navigation Company in Zeebrugge (MBZ), and LIS21 of the Flemish and Dutch Pilotage Service;
4° **ETD:** Estimated Time of Departure, expected time of departure as indicated by the agent;
5° **ETA:** Estimated Time of Arrival, expected time of arrival at the pilotage station as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage station. This time can be modified by the commander;
6° **"Pilot required":** the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;
7° **Arrival type:** the information indicated by the agent regarding the required route of the voyage for inbound seagoing vessels and a voyage between two ports within the operational area;
8° **GTO:** the required time of incoming as indicated by the agent. The vessel will proceed at this time and may be assigned a pilot. This time cannot be changed by the commander;
9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the commander;
10° **BTV:** Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the commander;
11° **Pilot request time:** time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;
12° **Pilot order:** a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;
13° **Chain operation:** the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;
14° **Operational area:** the operational area of the VTS (Vessel Traffic Services)-River Scheldt Region;
15° **Means of communication:** electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to commander) from the pilot request services, as specified in Attachment 1 of this decree;
16° **Harbour Master's Services:** the services specified in Attachment 2 of this decree.

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

Article 2

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

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

Article 3

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

Article 4

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

Article 5

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

Article 6

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

Article 7

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

Article 8

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

Article 9

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

Article 10

1. The agent must ensure that the pilot order contains at least the following information:
   1° Name and IMO number of the vessel;
   2° Call sign;
   3° Flag;
   4° Port of destination;
   5° Berth;
   6° Preferred mooring side;

7° Expected ETA (date and time) and the relevant pilotage station;
8° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
9° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
10° Name of the agent;
11° Length overall;
12° Width overall;
13° Current maximum draught in fresh water (in decimetres);
14° Maximum navigation speed;
15° Current freeboard (in decimetres) or freeboard height of the pilot's door;
16° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay at the pilotage station.

2. The agent must ensure that changes made to the pilot order contain at minimum the following information:
   1° Name and IMO number of the vessel;
   2° Port of destination;
   3° Berth;
   4° Pilotage station;
   5° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   6° Modified pilot request time;
   7° Notes (optional).

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

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

Article 11

1. The agents of Scheldt vessels as well as the agents of seagoing vessels that are not Scheldt vessels must report the pilot order no later than three hours prior to the pilot request time via the electronic system of the port of departure or via LIS21.
2. Within the same time span as specified in paragraph 1 above, the agent indicates via the 'pilot required' status whether the vessel will sail with or without a pilot or will sail part-way with a pilot.
3. For a voyage between two ports within the same operational area, the agent of the port of departure always specifies the ETD berth, but only once it has been settled with the agent of the port of arrival that the voyage between the two ports can be made without delay.
4. In ports with tidal berths, if the harbour master's office communicates the RTD berth to the pilot request service at least three hours in advance via het electronic system; this RTD berth will serve as pilot request time.
5. For vessels with a berth behind the lock at Antwerp, Zeebrugge and Ostend, the harbour master's office reports the RTD lock to the pilot request service at least three hours in advance via the electronic system. This RTD lock will serve as the pilot request time.
6. In Ghent and Terneuzen, the agent for a vessel with a berth behind the locks must inform the harbour master's service of his ETD berth in a timely manner. The harbour master's office can convert this ETD berth to an RTD berth based on the lock schedule and report this via the means of communication. In this case, this RTD berth serves as pilot request time and must be reported via the means of communication.
7. Failure to comply with this article may result in a delay or cancellation, including a new pilot order.
8. This article also applies if the commander wishes to make non-obligatory use of the services of a pilot.

Article 12

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

Article 13

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

Article 14

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

Article 15

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

Article 16

1. The agent must ensure that the pilot order at least contains the following information:
   1° Name and IMO number of the vessel;
   2° Call sign;
   3° Flag;
   4° Current berth;
   5° Destination: name of pilotage station, port of destination within operational area or new berth after being shifted;
   6° Date, pilot request time or ETD berth (behind the locks);
   7° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
   8° Name of the agent;
   9° Length overall;
   10° Width overall;
   11° Current maximum draught in fresh water (in decimetres);
   12° Maximum navigational speed;
   13° Current freeboard (in decimetres) or freeboard height of the pilot's door (if present);
   14° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay.

2. When any change is made to the RTD lock or RTD berth, the agent will report at least the following information via the electronic system:
   1° Name and IMO number of the vessel;
   2° Adjusted RTD lock or RTD berth (pilot request time);
   3° Notes.

3. If a pilot order is cancelled, the agent will at the very least report the following information to the pilot request service:
   1° Name and IMO number of the vessel;
   2° Pilot order to be cancelled;
   3° Notes.

Chapter IV. Sequence for supplying a pilot

Article 17

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

Article 18

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

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

Chapter V. Additional formalities

Article 19

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

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

Article 20

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

Chapter VI. Emergency procedures

Article 21

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

Article 22

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

ATTACHMENT 1

The contact information for the pllot request services for the ports listed below, can be found on page 173:

- Antwerp
- Ghent
- Coastal Ports
- Vlissingen
- Dutch Scheldt Ports

ATTACHMENT 2

The contact information for the harbour master's offices for het ports listed below, can be found on page 175:

- Antwerp
- Ghent
- Zeebrugge
- Ostend
- Zeeland Seaports

Source: MDK - DAB Loodswezen

2026-01/017 PILOT REQUEST ARRANGEMENTS FOR VESSELS HAVING A FLEMISH PORT AS DESTINATION AND FOR A VOYAGE BETWEEN TWO FLEMISH PORTS

Pilot request arrangements Pilotage Decree

NtM 2025-01/018 cancelled

Chapter I. Definitions

Article 1

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

1° **pilot request services:** the operational points of contact of the Flemish Pilotage Service, who are responsible for the assignment of pilots, as specified in Attachment 1 which has been included with this decree;
2° **pilotage station:** pilot's embarkation point at sea;
3° **electronic system for the pilot order:** APICS2 information system of the Communal Port Authority of Antwerp, ENIGMA+ of the Ghent Port Authority NV, ENSOR of the Port of Oostende (AG), ZEDIS of the Bruges Navigation Company in Zeebrugge NV and LIS21 of the Flemish and Dutch Pilotage Service;
4° **ETD:** Estimated Time of Departure, expected time of departure as indicated by the agent;
5° **ETA:** Estimated Time of Arrival, expected time of arrival at the pilotage station as indicated by the agent. The vessel will proceed and may be assigned a pilot upon arrival at the pilotage station. This time can be changed by the commander;
6° **"pilot required":** the decision as indicated by the agent whether the vessel will sail with or without a pilot or will sail part-way with a pilot;
7° **arrival type:** the information indicated by the agent regarding the required route of the voyage for inbound sea-going vessels and a voyage between two Flemish ports;
8° **GTO:** the required time of incoming as indicated by the agent. The vessel will proceed at this time and may be assigned a pilot. This time cannot be changed by the commander;
9° **GTA:** the required time of arrival in the port as indicated by the agent. This time cannot be changed by the commander;
10° **BTV:** Suspension To Proceed, report made by the agent that a vessel cannot be scheduled for arrival. The pilot order (if applicable) is cancelled. The BTV cannot be lifted by the commander;
11° **pilot request time:** time at which the pilot is required to board based on the arrival type for an arrival from sea and ETD or lock schedule for departing vessels and berth shifting;
12° **pilot order:** a series of actions carried out by the agent in an electronic port system or in the LIS21 in accordance with port regulations;
13° **chain operation:** the integrated cooperative effort among all parties involved in the flow of shipping traffic whereby the shipping routes from sea to berth and vice versa are considered to form part of a single uninterrupted chain for the purpose of optimising the scheduling and flow of shipping traffic;
14° **means of communication:** electronic port system as well as fax, mobile and landline telephone (excluding texting), e-mail (available only to captains) from the pilot request services, as specified in Attachment 1 which has been included with this decree;
15° **Harbour Master's Services:** the services specified in Attachment 2 which has been included with this decree;
16° **competent authority:** the Shipping Assistance Division of the Agency for Maritime Services and Coast;
17° **RTD:** Requested Time of Departure. This is the planned time of departure of a vessel from a given point.

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

Article 2

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

1° arrival type ETA: the vessel may proceed upon arrival at the pilotage station. The pilot request time is the same as the specified ETA;
2° arrival type GTO: the vessel may proceed to the pilotage station as from the required time. The pilot request time is the same as the requested GTO;

3° arrival type GTA: the vessel has a required time of arrival in the port. The pilot request time is that which has been specified by the Pilotage Service to allow the vessel to proceed in accordance with the required time of arrival;
4° arrival type BTV: the vessel may not proceed.

Article 3

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

Article 4

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

Article 5

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

Article 6

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

Article 7

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

Article 8

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

Article 9

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

Article 10

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

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

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

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

Article 11

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

Article 12

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

Article 13

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

Article 14

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

Article 15

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

Article 16

1. The agent must ensure that the pilot order at least contains the following information:
   1° Name of the vessel and IMO number;
   2° Call sign;
   3° Flag;
   4° Current berth;
   5° Destination: pilotage station, port of destination or new berth after being shifted;
   6° Date, pilot request time or ETD berth (behind the locks);
   7° Vessels not subject to mandatory pilotage: indication of the required pilotage routes;
   8° Arrival type, including (if applicable) an indication of the relevant time for the arrival type;
   9° Name of the agent;
   10° Length overall;
   11° Breadth overall;
   12° Current maximum draught in fresh water (in decimetres);
   13° Maximum navigational speed;
   14° Current freeboard (in decimetres) or freeboard height of the pilot's door (if present);
   15° Special notes in the event of limited manoeuvrability, vessel shortcomings or delay.

2. When any change is made to the RTD lock or RTD berth, the agent will report at least the following information via the electronic system:
   1° Name of the vessel and IMO number;
   2° Adjusted RTD lock or RTD berth (pilot request time);
   3° Notes.

3. If a pilot order is cancelled, the agent will at the very least report the following information to the pilot request service:
   1° Name of the vessel and IMO number;
   2° Pilot order to be cancelled;
   3° Notes.

Chapter IV. - Sequence for supplying a pilot

Article 17

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

Article 18

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

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

Chapter V. - Additional formalities

Article 19

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

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

Article 20

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

Chapter VI. - Emergency procedures

Article 21

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

Article 22

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

ATTACHMENT 1

The contact information for the pllot request services for the ports listed below, can be found on page 173:

- Antwerp
- Ghent
- Coastal Ports

ATTACHMENT 2

The contact information for the harbour master's offices for het ports listed below, can be found on page 175:

- Antwerp
- Ghent
- Zeebrugge
- Ostend

Source: MDK - DAB Loodswezen

2026-01/018 USE OF THE PILOT PLUG DURING PILOT OPERATIONS

NtM 2025-01/019 cancelled

The Dutch and Flemish pilots are using the Qastor software on their PPU during pilot operations in and out of all ports.

The charts used are provided for the pilots by the Dutch and Flemish Hydrographic offices and are updated on a daily basis.

The output of the navigational information largely depends on the input that is being sent to the AIS Pilot Plug.

Therefore the pilot organisations require a correct and updated info of the static and dynamic input.
Deficiencies should be reported on the pilot card and the pilot should be informed when boarding the vessel.

We refer to:
GUIDELINES ON THE DESIGN AND USE OF PORTABLE PILOT UNITS IMPA 2016

GUIDELINES FOR THE INSTALLATION OF A SHIPBORNE AUTOMATIC IDENTIFICATION SYSTEM (AIS) IMO circ 227 Jan 2003.

Additionally smoothing settings in the GPS unit should be set to MAXIMUM 10 seconds.

Smoothing can be applied to measured positions, speeds, and courses.

The higher the smoothing value, the smoother the results will be, but the greater the time lag.

Conversely, if the smoothing value is set low, a great number of changes will occur, but there will be little time lag. As such, it is important to choose the optimal value for your own usage situation.

Smoothing values can be set between 0 and 99 seconds.

Smoothing can be set individually for position, speed, and course.

Setting a high smoothing level to position and speed, can cause the receiver to react slowly to fast turns and sudden speed changes.

A setting of less than 10 seconds is recommended for normal circumstances, default is 10 seconds. Higher settings must be used with caution.

Source: MDK - DAB Loodswezen

2026-01/019 WESTERN SCHELDT - FLUSHING ROADS: SPECIAL SIGNALS CONCERNING THE PILOTAGE

NtM 2025-01/020 cancelled

Due to new pilotage forms, it is necessary to allocate other meanings to the signals shown on the signal yard of the building of the Scheldt Coordination Centre, in case of suspended pilotage services (storm pilotage). If the service provided by the pilotage at the pilot station Wandelaar, Steenbank or the Flushing Roads, is modified due to (weather) conditions, then the following signals will be shown using day and night lights.

1. Storm pilotage

Storm pilotage West station | **Storm pilotage North station**

For all vessels

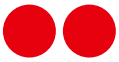
one green light

one red light

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

2. Roads service not available

For all vessels

one red light above one green light

For ships at anchor

one green light above one red light

Source: GNA Bass 022-2013

2026-01/020 INDICATION OF LOCATIONS FOR SHORE BASED PILOTAGE

NtM 2025-01/022 cancelled

Shore based pilotage for the GNB Area shall be carried out from the following locations:

- Vlissingen traffic centre
- Zeebrugge traffic centre

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

2026-01/021 SHORE BASED PILOTAGE (LOODSEN OP AFSTAND (LOA)) IN THE EVENT OF STORM PILOTAGE

NtM 2025-01/021 cancelled.

Chapter 1 General requirements and alternatives during LOA conditions

Article 1. General

1. At the time of communication prior to entering the VTS operating area, the commander/traffic participant of a ship requiring piloting is made aware of the alternative options for the suspended "normally operational pilotage platform".
   The following options may be presented to the ship provided it is eligible:
   a. pilotage with a Swath vessel;
   b. shore based pilotage;
   c. wait offshore (moving or anchored).
2. The commander/traffic participant is asked a number of questions via marine VHF radio relating to manoeuvrability, equipment, communication and any particulars to enable the request to be assessed for piloting purposes.
3. Dutch or English is used for communication between the commander/traffic participant on board and the LOA pilot during LOA, in accordance with IMO Guidelines VTS (IMO Standard Marine Communication Phrases), where this is practical.
4. The commander/traffic participant of a ship not requiring piloting can use LOA on request if this ship is covered by the authorization policy and if the LOA pilot agrees.
5. LOA is provided until the pilot is on board and has taken over navigation advice.
6. Acceptance of LOA by the commander/traffic participant is regarded as satisfying the requirements of compulsory piloting.
7. Traffic information to the ship under LOA is given by the LOA pilot, traffic information to the other shipping is given by the traffic centre concerned.
8. The GNA assesses whether ships meet the criteria laid down in these requirements and is responsible for the authorization policy of ships under LOA.

Article 2. Obligations of the commander during LOA

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

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

1. Those ships that fail to meet the criteria set out in Article 7, paragraph 2, and for the Oostgat Article 10, paragraph 2, of this Joint Notification.
2. Ships loaded with substances as described in attachment 1, paragraph 1, 2 and 3 of the Western Scheldt Shipping Regulations 1990 (SRW).
3. Gas tankers categorized as a Voyage Plan IMO 2 gas tanker as defined in the "Joint notification Transport of dangerous substances with gas tankers inside the GNB area, article 1, part f".
4. Ships categorized as such by the GNA.

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

1. Ships loaded with substances as referred to in attachment 1, paragraph 4 of the Western Scheldt Shipping Regulations 1990.
2. An exemption from the ships referred to in paragraph 1 may be granted if the criteria of the attachment to this Joint Notification are met.

Article 5. Waterways excluded from shore based pilotage

1. Upstream of Flushing Roads, incl. the canal from Ghent to Terneuzen, no LOA is provided. There is also no "pre-sailing - pre-piloting" from a piloted ship.
2. On the "Westrond" route (Schouwenbank Junction to the vicinity of buoys WP1/WP2), no LOA is provided.

Article 6. LOA on the "Westrond" route (Vaargeul Westpit) from the vicinity of NE Akkaert

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

Chapter 2 The Scheur/Wielingen waterway, criteria and the traffic centres from which LOA is provided

Article 7. Inbound

1. LOA is provided for eligible shipping on the following routes: buoy A-S/A-N – Flushing Roads and buoys WP 3/WP 4 – Flushing Roads.
2. The criteria for the LOA ship are:

- Length overall not more than 180 m
- Maximum draught not more than 80 dm
- RoRo carriers, car carriers (PCC) and similar vessels larger than 175 m in length are categorically excluded from this and are not eligible for LOA.

Article 8. Outbound

1. If the roads service has been suspended, the pilot cannot be swapped. In that case, if the pilot on board is not authorized for the sea stretch, LOA may be provided under certain conditions on the stretch as specified in Article 7, paragraph 1 from buoy W 6/W 7.
2. The GNA determines the conditions for the situation described in paragraph 1 on a case-by-case basis.

Article 9. Traffic Centres

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

Wandelaar

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

Zeebrugge

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

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

Vlissingen

Call sign	Radar Pilot Vlissingen
Boundary	Area enclosed by the buoys W 4/W 5/OG 17/Rede van Vlissingen or until pilot onboard.
VHF	14

Chapter 3 The Steenbank waterway – Oostgat Approach, criteria and the traffic centres from which LOA is provided

Article 10. Inbound

1. LOA is provided for eligible shipping on the route Schouwenbank Junction – Westkapelle. The pilot vessel will be in the immediate vicinity of the ship to be piloted before the ship to be piloted passes buoy OG 9.
2. The criteria for the LOA ship are:
   - Length overall not more than 125 m
   - maximum draught not more than 64 dm
3. LOA is provided on the route Schouwenbank Junction as far as the position where the pilot vessel can safely deliver the pilot on board and he/she takes over with navigation advice.
4. "Pre-sailing - pre-piloting": if the pilot vessel cannot safely deliver the pilot on board the ship (that meets the LOA criteria of this Joint Notification), the ship may obtain piloting advice from a pilot on another ship, as far as the Flushing Roads. Advice may only be given from another ship if the ship to be piloted is in the immediate vicinity, good communication is possible and there is visual contact. This shall preferably be a pilot vessel.
5. Contrary to what is stated in Article 12, communication by the LOA pilot for ships operable via the SWATH pilotage procedure takes place on VHF 79 to relieve the load on the traffic channel. Steenbank Traffic Centre informs the ship when VHF 79 must be on stand-by.

Article 11. Outbound

No outbound LOA is provided for the Oostgat.

Article 12. Traffic Centre

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

Steenbank

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

Article 13. Piloting advice from another ship

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

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

Chapter 4: Final Provisions

Article 14. Special circumstances and exceptionsp

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

Attachment to GB 05-2022

SHIPS THAT ARE ELIGIBLE FOR SHORE BASED PILOTAGE AS REFERRED TO IN ARTICLE 4.

Seagoing ships excluded from sailing under LOA:
Seagoing ships as described in Article 4, paragraphs 1 and 2 of this notification, unless they meet the following conditions:

CONDITIONS:

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

2. **An application must be submitted.**
   Applications to join or remain on the LOA-IMO ship list shall be addressed in writing to:
   GNA - VTS-Scheldt Area
   Commandoweg 50
   4381 BH Vlissingen, NL
   E-mail: gna-scc@vts-scheldt.net

The following information must be provided:
- name of agency
- name of ship with IMO number (Lloyds number)
- name of the commander(s)/traffic participant(s) with adequate local experience
- length overall
- Gross Tonnage (GT)
- Capacity of the largest tank in m^3, the maximum loading capacity in m^3 and the number of tanks of the gas tanker which does not have to sail according to a voyage plan (not a voyage Plan IMO 2 gas tanker)
- Overview of the frequency of visits to the Western Scheldt in the previous 12 months with the name of the duty commander(s)/traffic participant(s) on board.

The GNA shall assess whether or not the ship is eligible for 'shore based pilotage'. The application mentioned under 2 is answered in writing by the GNA. The shipping companies (agencies) concerned must pass on any changes without delay.
The GNA may refuse to process applications submitted less than 24 hours prior to the ETA Steenbank or Wandelaar for the relevant call.
The GNA may ask for random evidence of supplied data such as the frequency of the calls with the commander/traffic participant concerned.

3. **There must be a positive assessment.**
   The following criteria are used in the assessment:
   - Gas tanker that is not required to sail according to a voyage plan (not a Voyage Plan IMO 2 Gas tanker).
   - Length overall not more than for:

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

   - Maximum draught not more than for:

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

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

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

4. Administrative procedures

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

Source: GNA Bass 063-2022, GB 05-2022

2026-01/022 FAIRWAYS, MAIN FAIRWAYS AND SECONDARY FAIRWAYS IN THE CONTROL AREA OF THE GNA

NtM 2025-01/023 cancelled

The fairways in the managment area of the GNA are, by the Joint Notification 01-2022, classified in fairways, main fairways and secondary fairways as follows:

Article 1. Fairways
The parts of the shipping waters marked as fairways by means of buoyage and beaconing in the area where the Police and Shipping regulations for the Belgian territorial sea, coastal harbours and beaches and the Dutch Shipping Regulations for the Territorial Sea apply, are:

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

Article 2. Main fairways
Main fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the Beneden-Zeeschelde are:

- the Oostgat;
- the Sardijngeul;
- the Dutch part of the Wielingen;
- the part of the Flushing Roads area marked as prevention area;
- the Honte;
- the Drempel van Borssele;
- the Pas van Terneuzen;
- the Gat van Ossenisse;
- the Overloop van Hansweert;
- the Zuidergat;
- the Bocht van Walsoorden;
- the Overloop van Valkenisse;
- the Nauw van Bath;
- the Pas van Rilland;
- The Beneden-Zeeschelde from the Belgian-Dutch border up to the Upper End of the Antwerp Roads, with exception of the lock channels and the Deurganckdok.

Article 3. Secondary fairways
Secondary fairways in the sense of Article 2, sub 2, under e, of the Shipping Regulation Western Scheldt 1990 and of Article 2, § 2, under d, of the Shipping Regulation for the Beneden-Zeeschelde are:

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

Article 4. Buoyage and beaconing changes
Buoyage and beaconing changes of the fairways mentioned in Articles 1, 2 and 3 will be announced by means of publication in the Announcements to Shipping Scheldt area of the GNA.

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

Outside the management area of the GNB are the following relevant channels in the area where the Police and Shipping Regulations for the Belgian territorial sea, coastal ports aned beaches apply:
- Pas van het Zand
- Aanloop Oostende

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

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

2026-01/023 WESTERN SCHELDT: BOUNDARIES OF PARALLEL ROUTES (FIETSPADEN) ALONG THE MAIN FAIRWAYS

NtM 2025-01/024 cancelled

Article 1. General

a. Parallel Fairways (fietspaden) along the main fairways are supplementary and primarily intended for inland and recreational navigation and belong to and are part of Art. 2 (main fairways) of the Joint Notification "Fairways, Main Fairways, Secondary Fairways in the control area of the GNA".
b. The name of the buoys of the parallel fairways on the starboard side starts with the letter "F" (for 'Fietspaden'). It is followed by the number of the closest lateral marker of the main fairway that forms the boundary with the parallel fairway on the port side. The buoys of the parallel fairways are so-called 'special marking' in accordance with IALA recommendations.
c. The designation of the main and secondary fairways is described in the Joint Notification "Fairways, Main Fairways, Secondary Fairways in the control zone of the GNA", dealing with this subject and does not influence the priority situation.
d. Where feasible and safe, shipping in the parallel fairways should be aligned with shipping in the lateral marked main fairway.
e. If good seamanship requires it, deviation from point d. is permitted to avoid unsafe situations.

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

1. Along the main fairway, the following parallel fairways (fietspaden) are located at various places:
    a. **Between Braakmanhaven and the Hoek van Ossenisse**
    b. **Between the Hoek van Ossenisse and the Nauw van Bath:**
        1. Overloop van Hansweert
        2. Zuidergat
        3. Bocht van Walsoorden
        4. Konijnenschor to Marlemon
    c. **Between the Nauw van Bath and the Pas van Rilland.**
2. The GNA may adopt amendments or additions to the parallel fairways referred to in paragraph 1. such amendements or additions are announced through the regular Messages to the Scheldt Shipping (Bass).

Explanation:

Consultations with the Dutch pilotage service, the Flemish pilotage service, and representatives of inland navigation organisations revealed the need for absolute clarity regarding the boundaries of the parallel fairways (fietspaden) along the main fairways.
After the said consultations, it was decided to communicate these boundaries in a GB.

This is vital for the correct interpretation of the rules regarding the right of way rules expressed in Article 9 of the Shipping Regulations Western Scheldt 1990.
The hydrographic chart proved open to multiple interpretations on a number of complicated nautical points. Nevertheless, waterway users are reminded once again that the principle of good seamanship as expressed in Article 3 of the Shipping Regulations Western Scheldt 1990, is and remains of great importance.

The Western Scheldt is a river navigated by a wide variety of waterway users.
The increased size of shipping has made it necessary to pay extra attention to the possibilities and impossibilities for the various types of waterway users.
Where possible, alternative routes are offered to inland waterway shipping and smaller shipping.
This includes not only the safe development of secondary fairways but also the development of parallel fairways (fietspaden) to the main fairways.
Although the names might suggest otherwise, the main or secondary fairways status does not affect the right of way situation.

Parallel fairways (fietspaden) are supplementary routes, marked with special significance markings in accordance with IALA-A recommendations, which are adjacent to and parallel to the lateral marked main fairway and belong to Art. 2 of the GB "Fairways, Main Fairways, Secondary Fairways in the control zone of the GNA". Therefore, Article 6(2) of the Shipping Regulations Western Scheldt 1990 applies in full.
The main fairway as designated in Art. 2 of the GB "Fairways, Main Fairways, Secondary Fairways in the

control zone of the GNA" form one continuous, contiguous fairway. From the Flushing Roads area onwards, there is therefore a continuous numbering of the buoyage without further name indication.

The fairway markings of the parallel fairways (fietspaden) are set out with a target depth of at least 2 m compared to LAT. However, dredging is not carried out in order to maintain the depth of these parallel fairways. Therefore, if the depth is insufficient, the fairway markings will invariably be adjusted. These amendments are announced through the Messages to the Scheldt Shipping (Bass).

In view of Article 9, paragraph 1 of the Shipping Regulations Western Scheldt 1990, vessels navigating these parallel fairways will be required to navigate adjacent to shipping in the laterally marked main fairway that follows its starboard side.
Of course, exceptions to this are possible after making nautical agreements in the interest of safety in situations in which good seamanship (Article 3 of the Shipping Regulations Western Scheldt 1990) requires this.

This GB was issued separately from the GB "Fairways, Main Fairways, Secondary Fairways in the control zone of the GNA", for two reasons.
On the one hand, to avoid confusion when interpreting the rules regarding the right of way and, on the other, because the Western Scheldt is a dynamic river in which the course of the fairways may change slightly over time.

Source: GNA Bass 013-2024, GB 01-2024

2026-01/024 ANCHORAGES IN THE MANAGEMENT AREA OF THE GNB

NtM 2025-01/025 cancelled

The following anchor areas, anchor positions, anchor zones and regulations are established:

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

If there is a pilot on board, the anchorage is assigned by the VCZB (traffic centre Zeebrugge) in consultation with the operating pilot.
If there is no pilot on board, the VCZB assigns the anchorage Westhinder.

Article 2. Western Scheldt and its estuaries

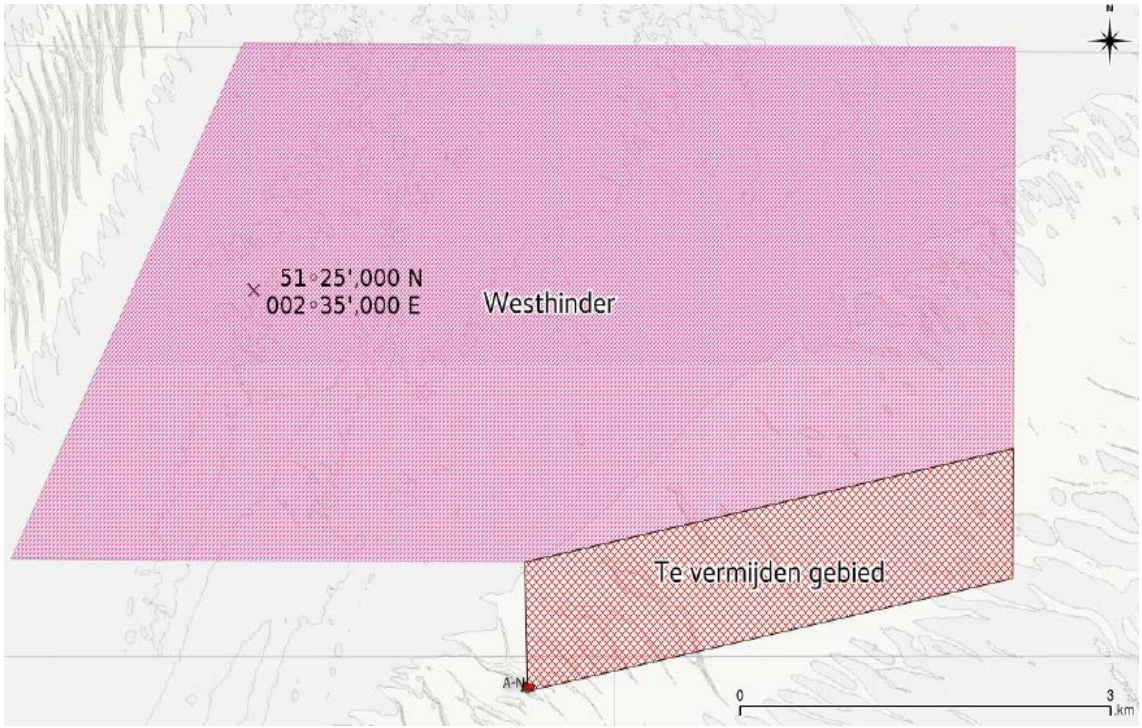
2.1. The following areas in the Western Scheldt and its estuaries can be used as anchorages:

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

2.1.1. Anchor area Westhinder

This area is bordered by the lines:

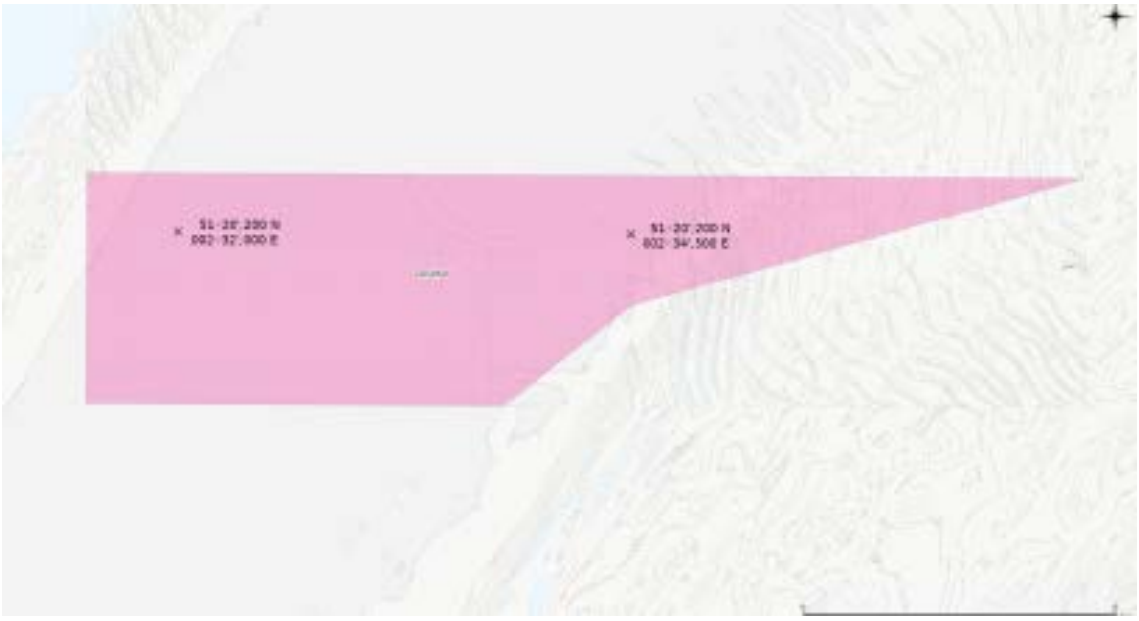
From position:	51°25,95'N	002°34,92'E
To:	51°25,95'N	002°40,30'E
To:	51°24,40'N	002°40,30'E
To:	51°23,95'N	002°36,90'E
To:	51°23,95'N	002°33,32'E



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

2.1.2. Anchor area Oostdyck

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

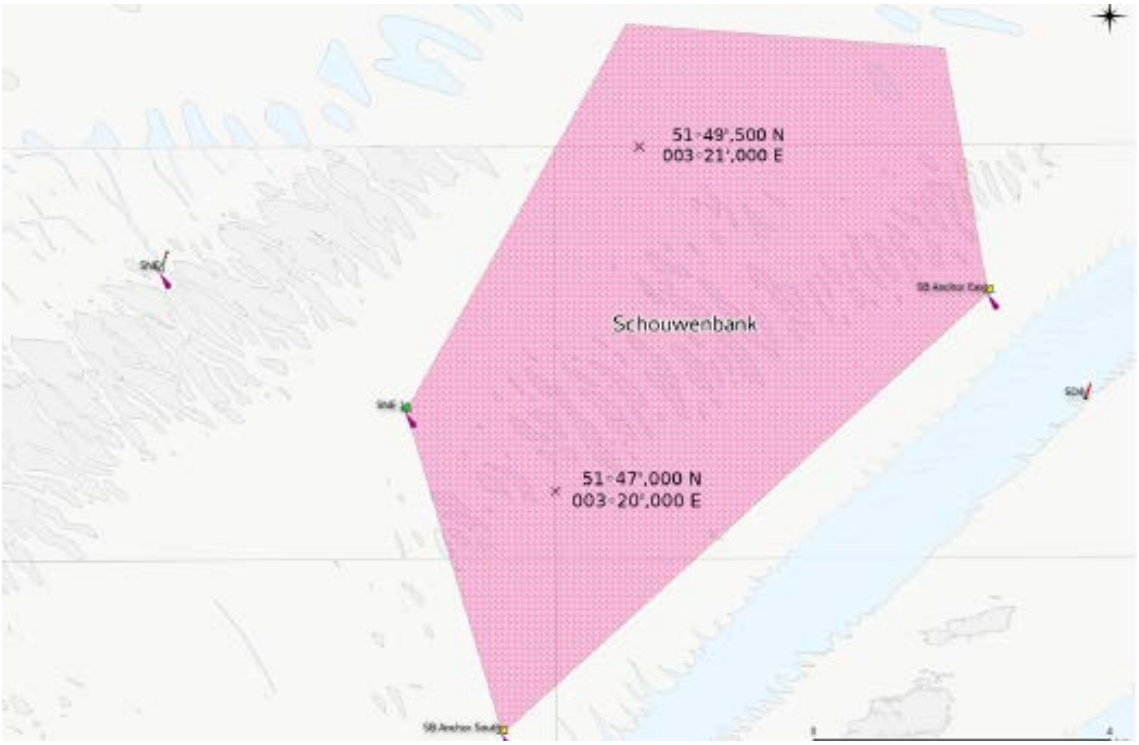


Shipping is made aware of the presence of telecommunication and export cables just above the northern limit of the anchor area Oostdyck. When anchoring, sufficient account must be taken to keep the anchor within the limits of the Oostdyck anchor area.

2.1.3. Anchor area Schouwenbank

This area is bordered by the lines:

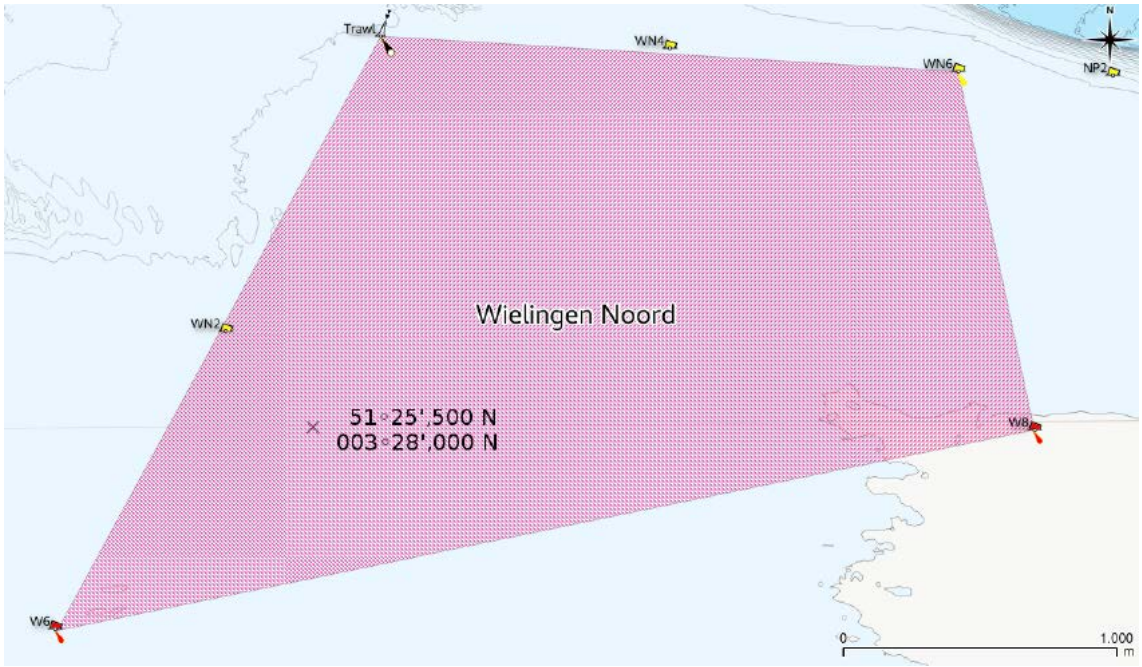
From position:	51°47,58'N	003°18,25'E (Buoy SNE 1)
To:	51°50,38'N	003°20,84'E
To:	51°50,20'N	003°24,58'E
To:	51°48,42'N	003°25,09'E (Buoy SB Anchor East)
To:	51°45,24'N	003°19,37'E (Buoy SB Anchor South)



2.1.4. Anchor area Wielingen Noord

This area is bordered by the lines:

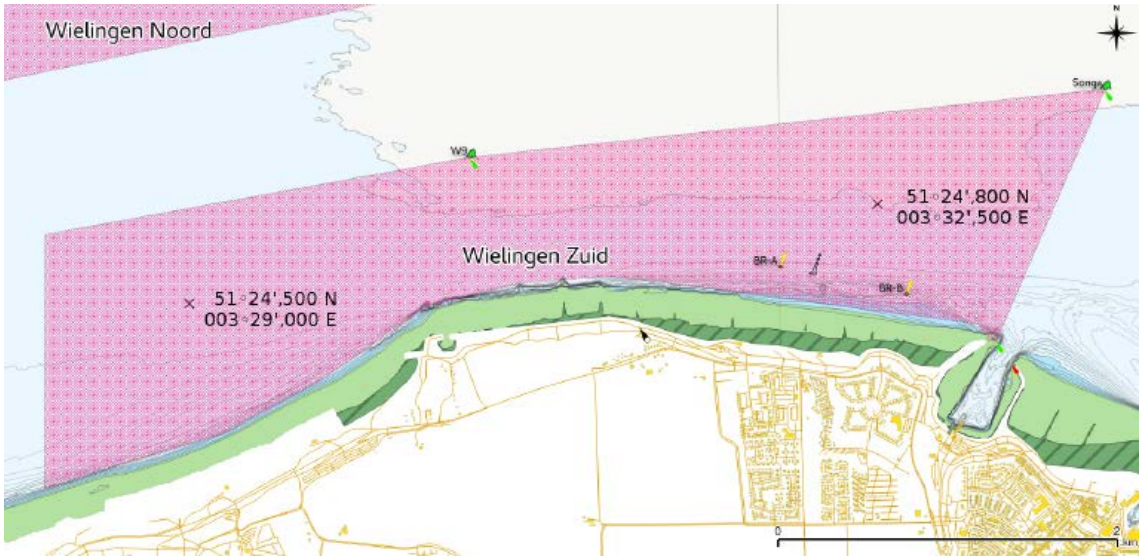
- joining the buoys/barrels: W6/WN2/'Trawl'
- joining the buoys/barrels: 'Trawl'/WN4/WN6
- joining the buoys/barrels: WN6/W8
- joining the buoys: W8/W6



2.1.5. Anchor area Wielingen Zuid

This area is bordered by the lines:

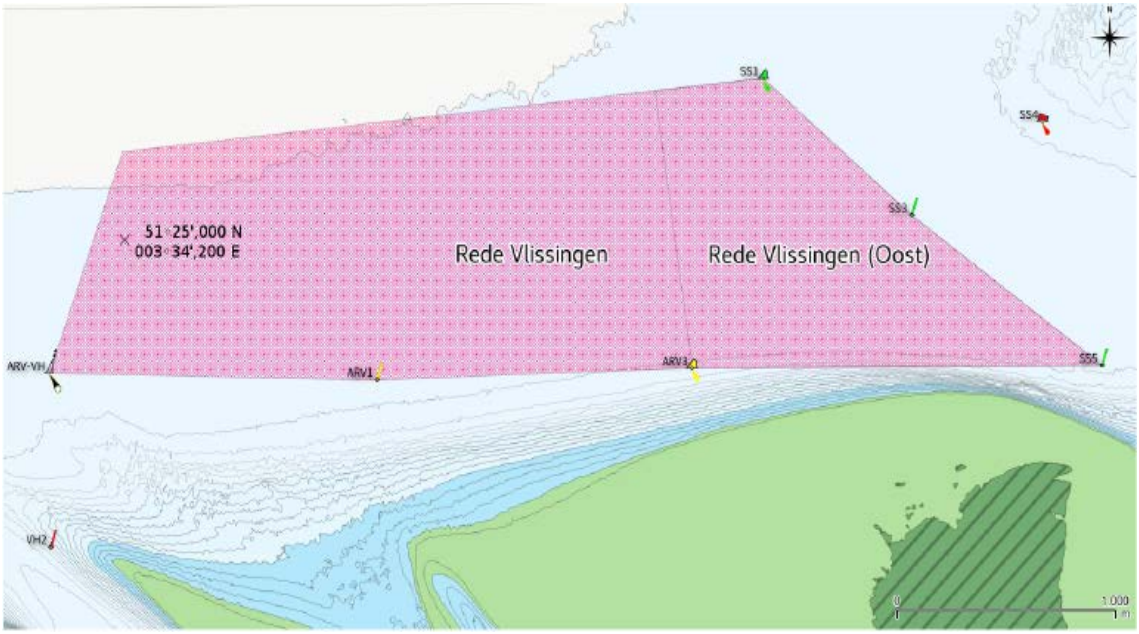
- along the meridian of the extinguished shore light "Kruishoofd"
- over the buoys: W7/W9/Songa
- over the buoy "Songa" and the head of the western dam Veerhaven Breskens along the Zeeuws-Vlaamse coast



2.1.6. Anchor area Flushing Roads

This area is bordered by the lines:

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



2.1.7. Eastern part Flushing Roads

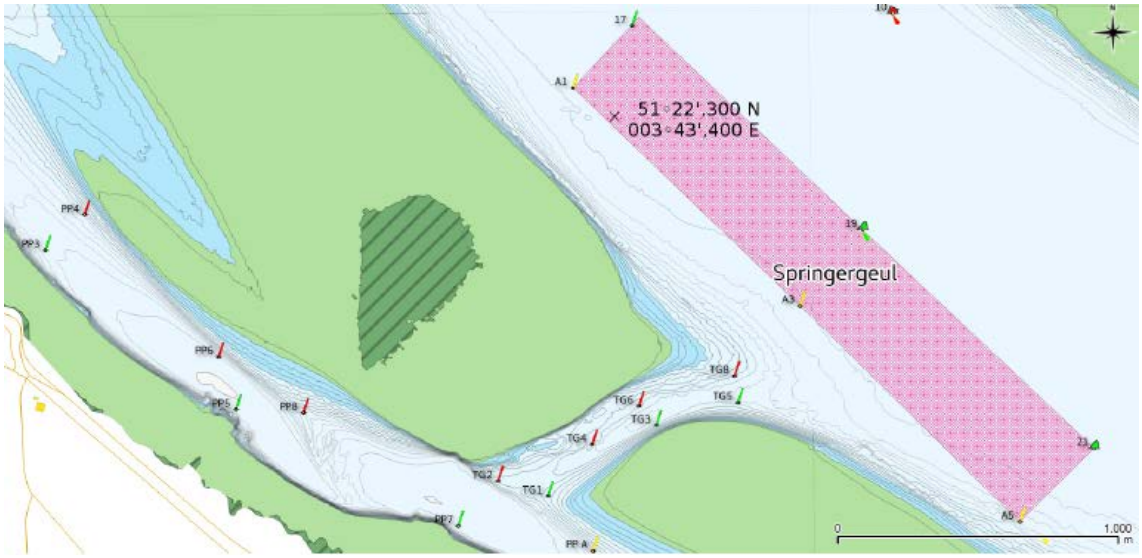
This area forms an integral part of the total anchor area Flushing Roads as described in 2.1.6. and is bounded by the lines:

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

2.1.8. Anchor area Springergeul

This area is bordered by the lines:

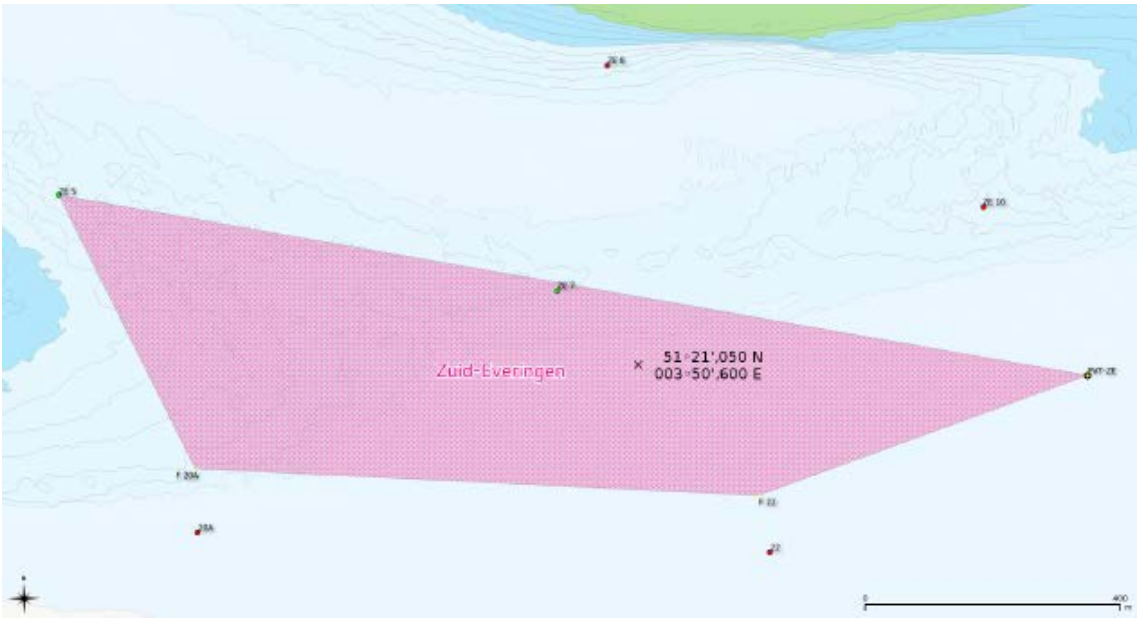
- over the buoys: A1/17
- over the buoys: 17/19/21
- over the buoys: 21/A5
- over the buoys: A5/A3/A1



2.1.9. Anchor area Zuid Everingen

This area is bordered by the lines:

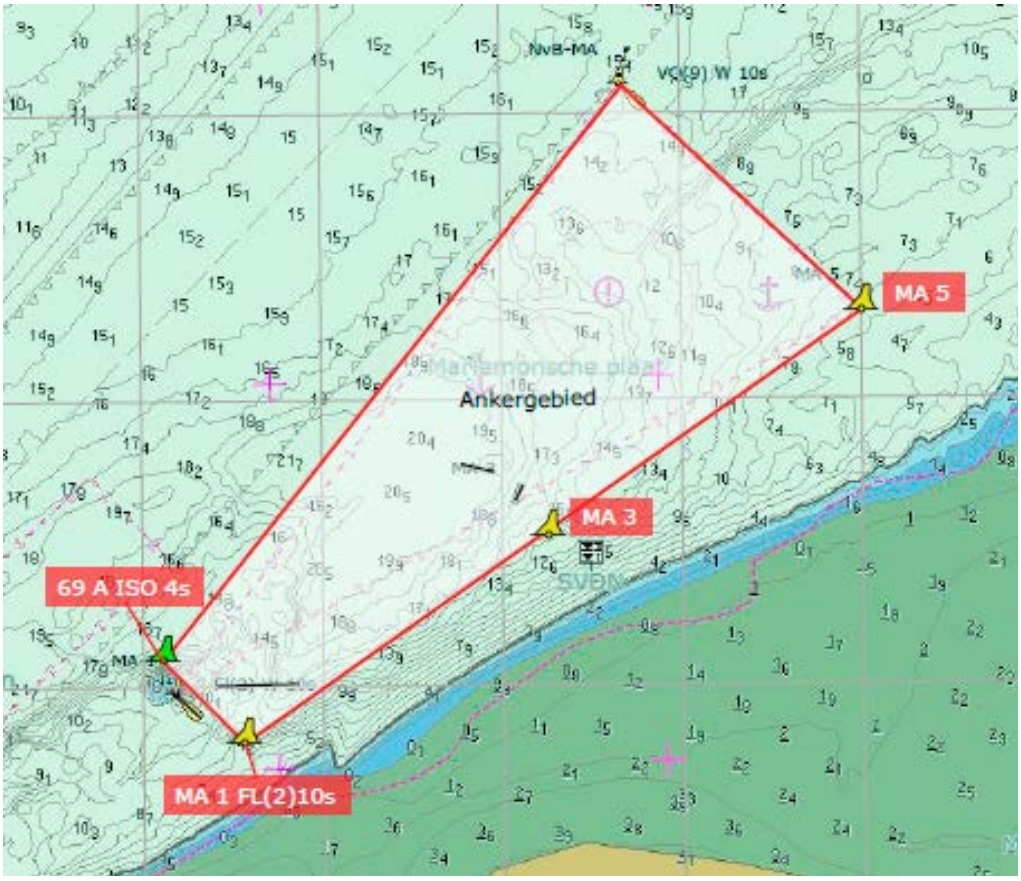
- Over the buoys: ZE 5/PvT/ZE
- Over the buoys: PvT/ZE/F 22
- Over the buoys: F 22/F 20a
- Over the buoys: F 20a/ZE 5



2.1.10. Anchor area Marlemon

This area is bordered by the lines:

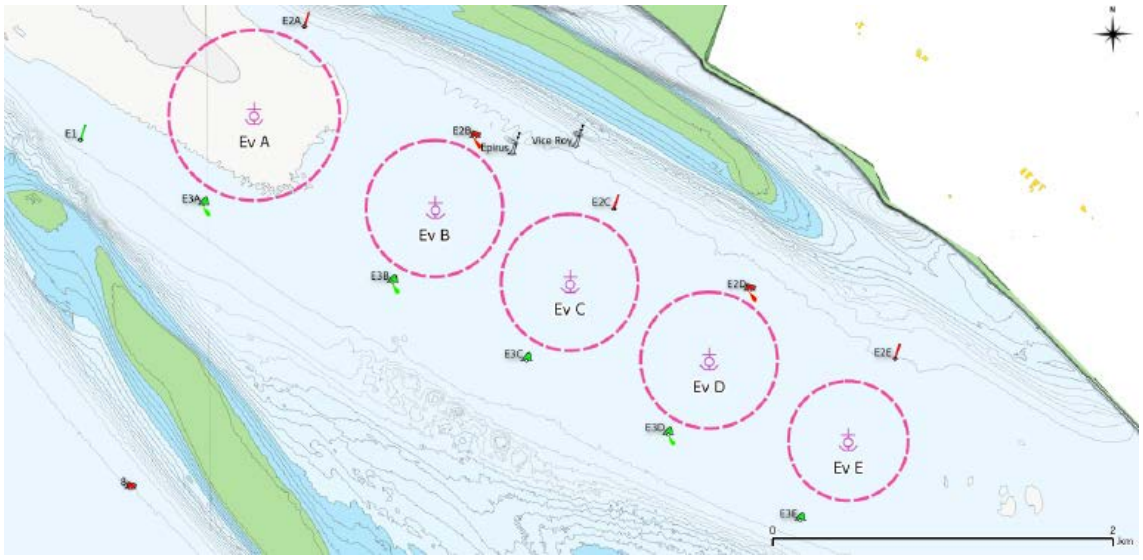
- over the buoys: 69A/NvB-MA
- over the buoys: NvB-MA/MA 5
- over the buoys: MA 5/MA 3/MA 1
- over the buoys: MA 1/69A



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

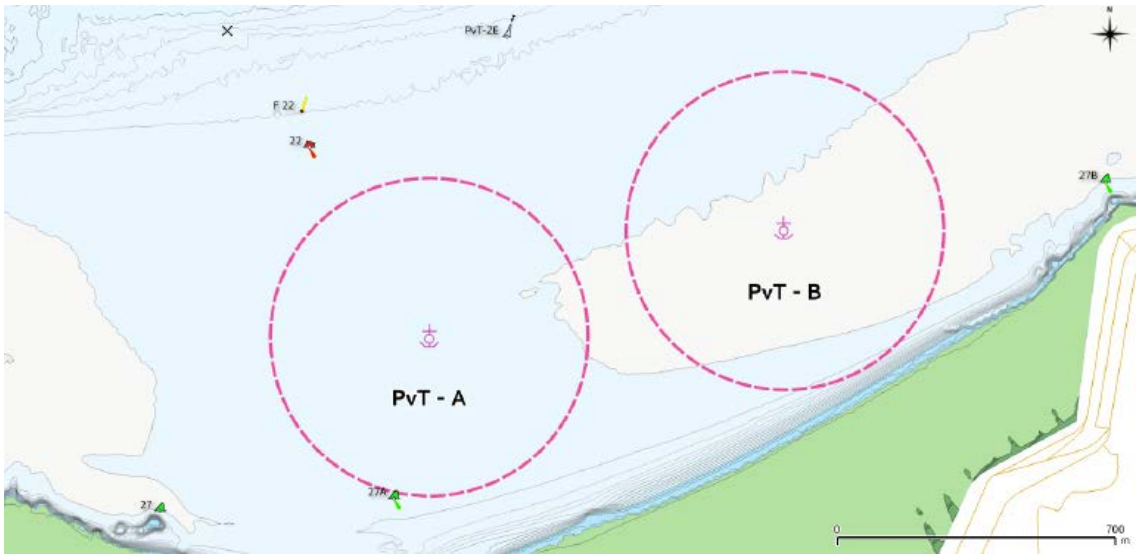
2.2.1. Anchor positions In the Everingen:

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



2.2.2. Anchor positions In the Put van Terneuzen:

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



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

2.3.1. All vessels (also those without dangerous cargo) can only come to anchor after having obtained authorization from the GNA. This authorization can be subject to regulations.
The permission referred to here that is granted in the anchor areas 2.1.4. up to and including 2.1.10. and the anchor positions 2.2.1. up to and including 2.2.2., under normal circumstances, is limited to a maximum period of 24 hours.

2.3.2. For gas tankers, governed by the GB "Transport of dangerous substances with gas tankers inside the GNB working area", the following applies. If these tankers (so-called large gas vessels) are allowed (clearance) by the GNA and unable to comply with the regulations in force due to force majeure, the GNA can indicate a position where anchoring can take place. This position will preferably be as western as possible in the anchor area Wielingen-Noord, or if available in the Everingen, position "A".

2.3.3. Vessels loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Attachment 1 of the Shipping Regulations Western Scheldt 1990, must exclusively come to anchor in the anchor area Wielingen Noord, whenever it is necessary.
A vessel loaded with substances, mentioned in Attachment 1 under paragraph 1 and 2 of the Shipping Regulations Western Scheldt 1990, is not allowed to anchor in the management area of the GNB, with exception of the anchor areas Schouwenbank and Westhinder. In case of emergency, anchoring can only be done in the anchor area Wielingen-Noord with the permission of the GNA.

2.3.4. Vessels with a length smaller than or equal to 110 m loaded with dangerous substances that are subject to the obligation to display signals, mentioned in Attachment 1 of the Shipping Regulations Western Scheldt 1990 and do not enter into the category of vessels mentioned under 2.3.3, can, in case of difficulties of nautical or meteorological nature, come to anchor in the anchor area Eastern part of the Flushing Roads or another anchor area. The vessel can only come to anchor after having obtained authorization from the GNA.

2.3.5. Tide-dependent vessels, with a draught of 140 dm or more, and which due to circumstances cannot complete their journey through the GNB area in one go, are obliged to come to anchor in a position assigned by the GNA that basically will be the Wielingen Zuid area, east of the small port of 'Nieuwe Sluis'.

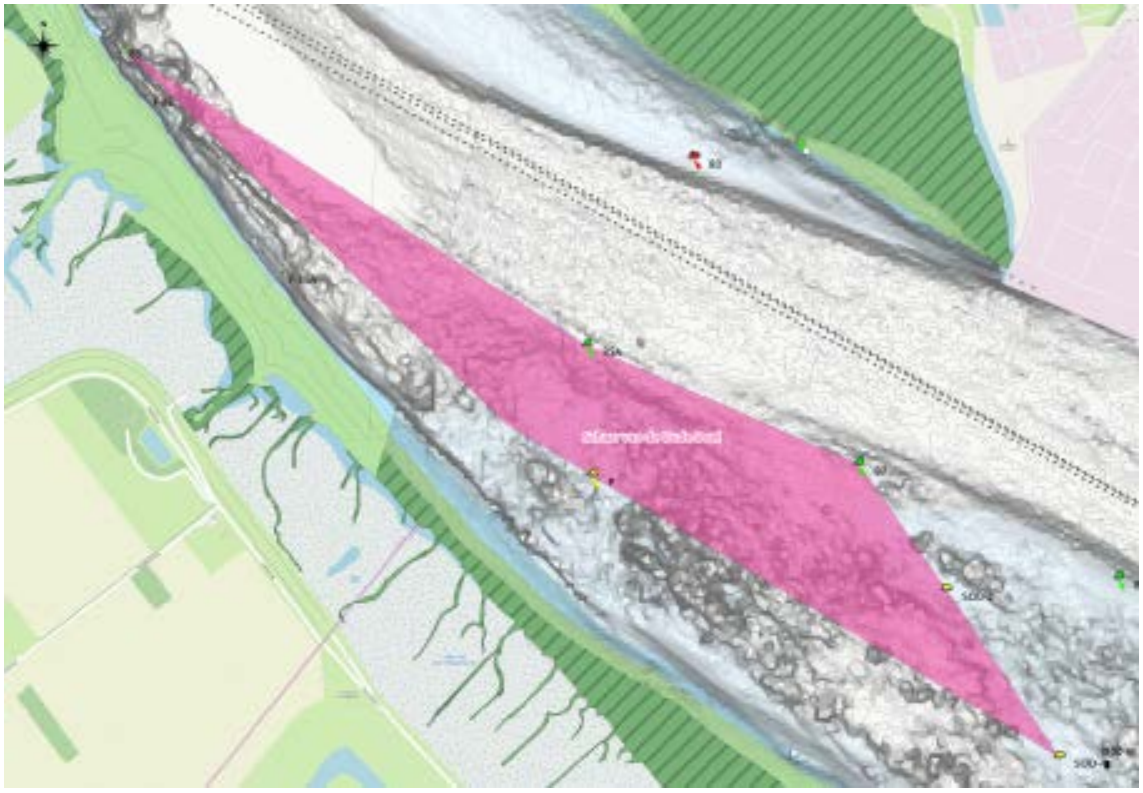
2.3.6. In special cases, an anchor area in the Everingen or in the Put van Terneuzen will be assigned by the GNA with a maximum duration of 24 hours under normal circumstances.

2.3.7. Permission for anchoring in the positions mentioned in article 2.2 (Everingen and Put van Terneuzen) must be requested in writing from the GNA. Hereby the following applies that if a ship departs from one of the Scheldt ports, this request cannot be submitted earlier than 9 hours before departure.

Article 3. Beneden-Zeeschelde

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

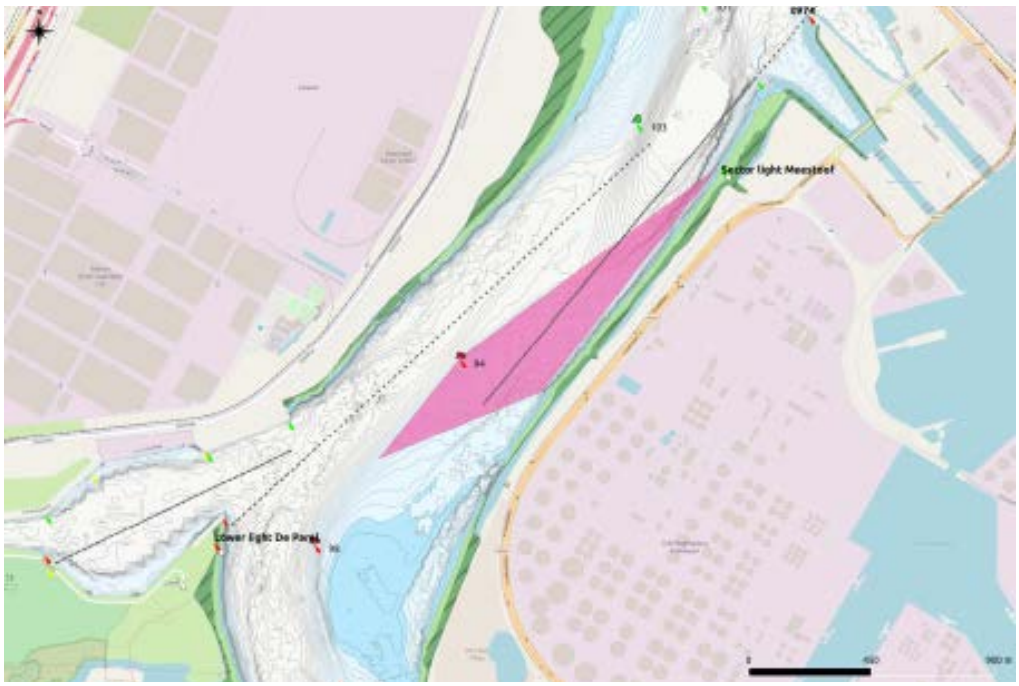
3.1.1. After having obtained authorization, vessels can come to anchor at the following anchorage areas, while the specific anchorage area is always assigned by the GNA through the traffic centre Zandvliet:
a) in the "Schaar van Ouden Doel"
   i. Between buoys 85, 85a and 87, just south of the buoys line, in the white sectors of Zuid-Saeftinge and Noord Ballast. The green sector of N-Ballast gives the shallow part in Schaar van Ouden Doel. A yellow buoy "P" marks the southern border of the anchor area.



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

c) <u>below the right bank, upstream of the "Meestoof" beacon</u>
on the understanding that:
1° in this anchor area, sea-going vessels must come to anchor as close as possible to the right bank, and
2° in the southern part of this anchor area, other vessels must also come to anchor as close as possible to the right bank.

i. Under the right bank, across from the 'Meestoof' beacon up to no. 94. In the line of lights "Ankerplaats Meestoof" 039°. Draught restrictions apply to this anchor area, which must always be requested at the traffic centre Zandvliet before dropping anchor.



d) <u>below the left bank south of the line of lights "Oosterweel"</u>

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

Change (source: Bass 123-2021):
The northern boundary of the Oosterweel anchorage area has been marked by 2 virtual AIS marker objects (V-AtoN: AO-W and AO-O) at 12:00 on 15 November 2021. The part of the anchorage area east of the pipeline has expired since 15 November 2021.
Change (source: Bass 046-2025):
Due to work on the Oosterweel Scheldt Tunnel, the virtual AIS marker buoys have been deactivated since 09/05/2025 at 9:00.
The Oosterweel anchorage area has been cancelled until further notice.

e) below the left bank "Rede van Antwerpen"

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

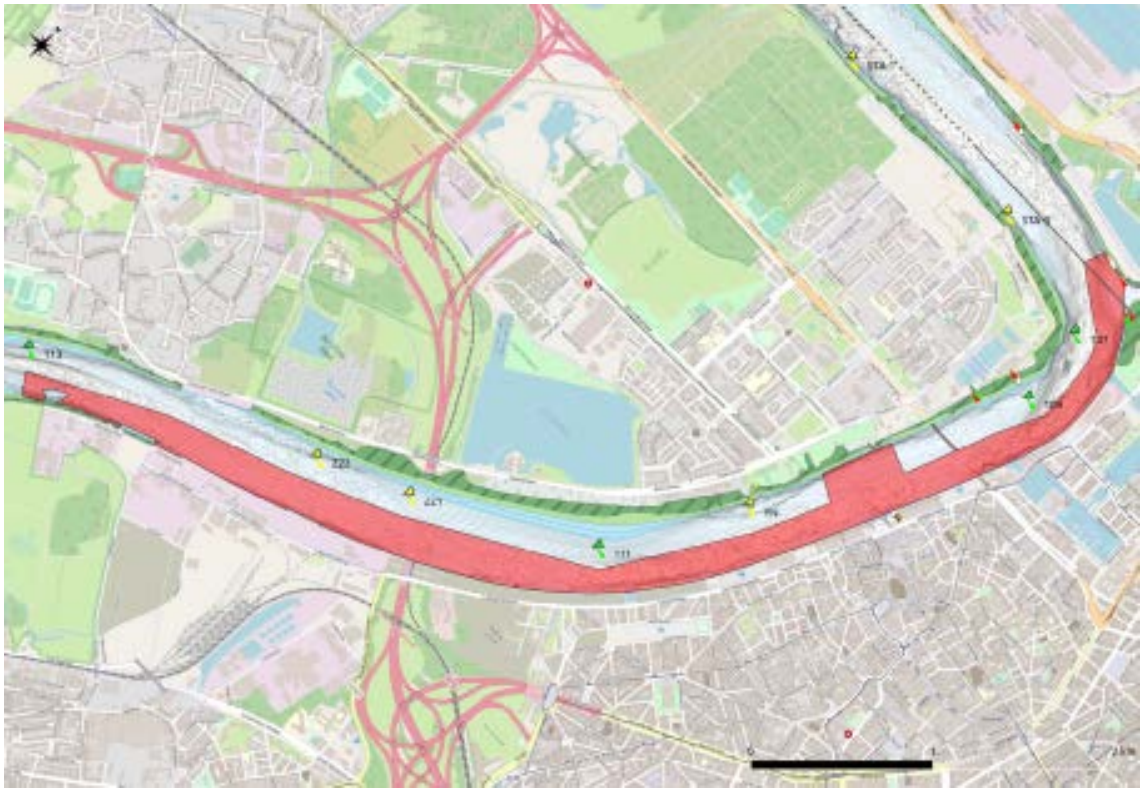
3.1.2. Notwithstanding the provisions of article 3 paragraph 1, part 3 up to and including 5, paragraph 2 and paragraph 3, part 2, a vessel can drop anchor in the section of the Beneden-Zeeschelde located between the extension of the straight line drawn through the two directional posts placed at approximately 1 km upstream of the southern end of the quays of Antwerp, and the extension of the straight line drawn through the directional posts of the "Boomke", provided that:

1. sea-going vessels must anchor at the rim of the navigation channel, and
2. other vessels must drop anchor as close as possible to the bank.

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

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

1. between the centre of the navigation channel and the right bank from the southern boundary of the Beneden-Zeeschelde up to the straight line drawn from the sector light 150 m west of the western head of the access channel up to the Royerssluis;
2. in the zone, at the south, bordered by a straight line running parallel at a distance of 200 m upstream with the straight line connecting the southern ends of the pontoons located on both river banks (former Sint-Anna ferry), and, at the north, by a straight line running parallel at a distance of 200 m downstream with the straight line connecting the northern ends of these pontoons.



3.1.5. In the section of the Beneden-Zeeschelde, located between the zone laid down in paragraph 1, part 4, item 2 and a straight line drawn diagonally across the river at the north side of the building of the pilotage service, only sea-going vessels with a length over all of 90 m or less can come to anchor provided the GNA grants authorization.
Sea-going vessels, with a length over all of more than 90 m having the Boven-Zeeschelde as a destination or sailing down the Boven-Zeeschelde and which must perform pilot operations or customs, immigration and other formalities, must anchor on the Oosterweel roads to that end.or customs, immigration and other formalities, must come to anchor on the Oosterweel roads to that end.

3.1.6. Notwithstanding the provisions in paragraph 1, part 1, vessels in the Beneden-Zeeschelde can come to anchor downstream of the directional posts of the 'Boomke'. Except when it is impossible, they drop anchor as close as possible to the rim of the navigation channel in such a way that thoroughfare is not hindered.
However it is forbidden:
1. to stay or to drop anchor in front of or close to harbour entrances, berths and also in bends or on lines of lights, or in the vicinity of one of those places so that other vessels are hindered;
2. for vessels with little draught to come to anchor in the navigation channel.

3.1.7. It is forbidden to come to anchor at the side of the fairway, where the sign is installed comprising of a square white sign with red rim and red diagonal running from the left-hand top corner to the right-hand bottom corner, on to which there is a black anchor with the shaft pointing upward.

3.2. Anchor areas

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

3.2.1. On the Beneden-Zeeschelde, three strips of the river are intended for mooring or anchoring of vessels owned by the State, vessels for assistance and security services and recreational vessels.

a) The northern strip is located between the left river bank and the extension, in northern direction, of the east rim of the pontoon of the left river bank (former Sint-Anna ferry) and between that pontoon and the directional line of two beacons installed on the left bank north of the said pontoon. This strip is exclusively intended for mooring or anchoring state-owned vessels and recreational vessels.

b) The centre strip is located between the left river bank and the extension, in southern direction, of the east rim of the pontoon of the left river bank (former Sint-Anna ferry) and between that pontoon and the directional line of two beacons installed at approximately 375 m upstream of that pontoon. This strip is exclusively intended for mooring or anchoring state-owned vessels and vessels for assistance and security services.

c) The southern strip is located along the left river bank, between the southern boundary of the centre strip and the directional line of two beacons installed upstream of said southern boundary. To the axis of the southern strip demarcated by two or more light buoys. This strip is intended for mooring or anchoring recreational vessels.

3.2.2. All other vessels than those referred to in paragraph 2, part 1 are prohibited to be in the abovementioned river sections. However, recreational vessels can sail in these river sections to enter or leaving the marina. In the southern strip, other vessels can however moor or drop anchor with the authorization of the GNA.

3.3. Other rules:

3.3.1. Vessels can anchor only after having obtained authorization from the GNA. This authorization can be subject to regulations.

3.2.2. Without authorization of the GNA, the following restrictions apply with regard to mooring of anchoring for a vessel loaded with dangerous substances or declared not to be gas-free of substances as mentioned in article 34 of the Police Regulation Beneden-Zeeschelde. In deviation of the provisions in paragraph 3.2, it is not allowed to drop anchor nor moor in the section of the Beneden-Zeeschelde located between the extension of the straight line drawn through the two directional posts installed approximately 1 km upstream of the southern end of the quays of Antwerp, and the straight line drawn diagonally across the river from the sector light 150 m west of the western head of the access channel up to the Royerssluis.

Source: Bass 042-2019, GB 01-2019, Bass 123-2021, Bass 023-2022 , Bass 046-2025, Bass 086-2025

2026-01/025 WESTERN SCHELDT - OOSTGAT-SARDIJNGEUL: ADJUSTMENT OF SAILING BEHAVIOUR

NtM 2025-01/026 cancelled

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

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

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

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

2026-01/026 BENEDEN- AND BOVEN-ZEESCHELDE: PERMISSION TO MOOR

NtM 2025-01/027 cancelled

It should be noted that the majority of the piers/quays on the Beneden- and Boven-Zeeschelde are privately owned constructions that can only be moored at with the permission of the owner/license holder. The following is an incomplete list of these constructions:

Left bank		**Right bank**
INEOS Phenol Belgium	51°17,87'N-004°16,88'E	
Haltermann	51°17,67'N-004°17,51'E	
Bayer	51°16,31'N-004°18,29'E	
Kallo Industries	51°16,26'N-004°18,22'E	
INEOS Oxide	51°14,67'N-004°20,12'E	
	51°12,11'N-004°21,89'E	Quay Blue Gate Antwerp
Quay Hye	51°12,15'N-004°21,22'E	
	51°11,93'N-004°21,06'E	SPPN/SPPZ, petroleum jetty (Blue Gate Antwerp)
	51°11,83'N-004°20,67'E	SCAS
Jetty Xella	51°11,69'N-004°20,09'E	
Quay Argex	51°11,12'N-004°19,62'E	
Jetties Roegiers	51°10,97'N-004°19,55'E	
	51°10,00'N-004°19,87'E	Quay Umicore
	51°09,02'N-004°19,87'E	Tank storage Verbeke

It should also be noted that moored up vessels are only allowed to have a maximum of one ship moored alongside, and only if the Traffic Centre of Zandvliet has been notified of this.
The shipping is informed that it is allowed to moor at the floating dock Palingplaat (opposite Royerssluis), on Antwerp left bank, according to the following rules:

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

CARGO VESSELS:
- Mooring prohibited

WATERBUS:
- Upward zone (see signage) strictly reserved for the waterbus

PASSENGER VESSELS:
- Riverside (except for the reserved zone for the waterbus):
  - Only boarding and disembarking passengers, max. 6 hours
  - Maximum allowed mooring width: 15 m
  - Overnight mooring place is permitted only if applying for and obtaining a written authorization from the Division Regio Centraal.

YACHTING:

- River sides (except for the reserved zone for the waterbus):
  - Only as waiting place before the Kattendijk lock
  - Max. 6 hours
- Bank side along the entire length:
  - Passers jetty, max. 18 hours
  - Maximum allowed mooring width: not wider than shown on the gangway

If the sign “mooring prohibited” is displayed, the floating dock may not be used. Exceptions to these regulations are only granted by the Division Regio Centraal. +32 (0)3 224 67 11 (during office hours); 0800 30 440 (outside of office hours; only in Belgium).

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

2026-01/027 VESSEL TRAFFIC SERVICES (VTS) - SCHELDT AREA: VHF-PROCEDURES AND VHF-SECTORS

NtM 2025-01/028 cancelled

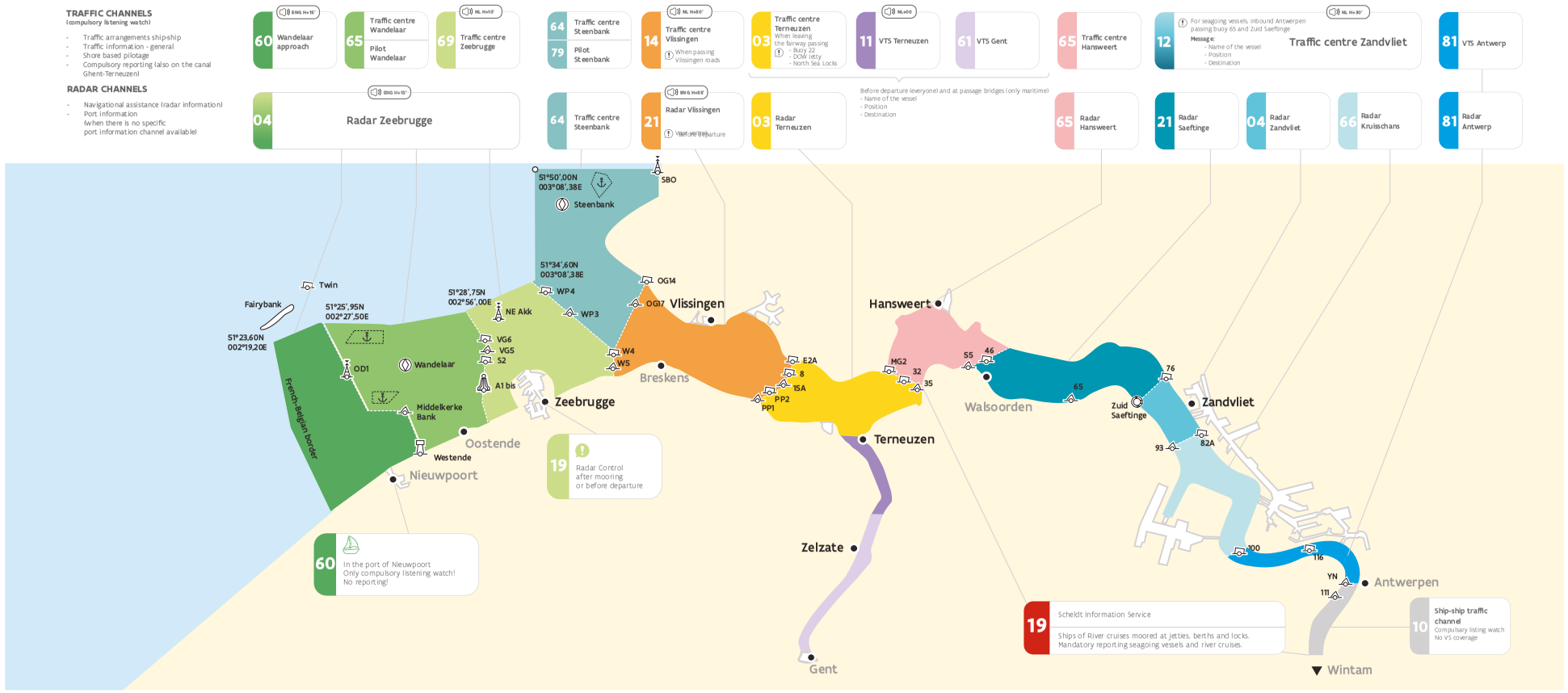
In order to steer the busy traffic in the Scheldt area in the right direction the VHF radio is an essential working instrument, both for the traffic participants and for the VTS operators. All commercial shipping has compulsory reporting and listening watch. Recreational vessels with VHF installation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

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

The latest versions of the procedures and the folder can always be obtained digitally via:

www.vts-scheldt.net/nautical/vhf

Source: GNA Bass 155-2025


TRAFFIC CHANNELS
(compulsory listening watch)
- Traffic arrangements ship-ship
- Traffic information - general
- Shore based pilotage
- Compulsory reporting (also on the canal Ghent-Terneuzen)
RADAR CHANNELS
- Navigational assistance (radar information)
- Port information (when there is no specific port information channel available)
60 Wandelaar approach
65 Traffic centre Wandelaar
Pilot Wandelaar
69 Traffic centre Zeebrugge
64 Traffic centre Steenbank
79 Pilot Steenbank
14 Traffic centre Vlissingen
When passing Vlissingen roads
03 Traffic centre Terneuzen
When leaving the fairway passing
- Buoy 22
- DOW Jetty
- North Sea Locks
11 VTS Terneuzen
61 VTS Gent
65 Traffic centre Hansweert
12 For seagoing vessels, inbound Antwerpen passing buoy 65 and Zuid Saeftinge
Message:
- Name of the vessel
- Position
- Destination
Traffic centre Zandvliet
81 VTS Antwerp
Before departure (everyone) and at passage bridges (only maritime)
- Name of the vessel
- Position
- Destination
04 Radar Zeebrugge
64 Traffic centre Steenbank
21 Radar Vlissingen
03 Radar Terneuzen
65 Radar Hansweert
21 Radar Saeftinge
04 Radar Zandvliet
66 Radar Kruisschans
81 Radar Antwerp
51°50',00N 003°08',38E
Steenbank
SBO
51°34',60N 003°08',38E
OG14
OG17
Vlissingen
WP4
WP3
NE Akk
51°28',75N 002°56',00E
Twin
Fairybank
51°25',95N 002°27',50E
51°23,60N 002°19,20E
VG6
VG5
S2
A1 bis
OD1
Wandelaar
Middelkerke Bank
French-Belgian border
Westende
Oostende
Nieuwpoort
W4
W5
Breskens
Zeebrugge
E2A
8
15A
PP2
PP1
Hansweert
MG2
32
35
Terneuzen
55
46
65
Walsoorden
76
Zuid Saeftinge
Zandvliet
93
82A
100
116
YN
111
Antwerpen
Zelzate
Gent
Wintam
19 Radar Control after mooring or before departure
60 In the port of Nieuwpoort Only compulsory listening watch! No reporting!
19 Scheldt Information Service
Ships of River cruises moored at jetties, berths and locks.
Mandatory reporting seagoing vessels and river cruises.
10 Ship-ship traffic channel
Compulsory listing watch
No VS coverage

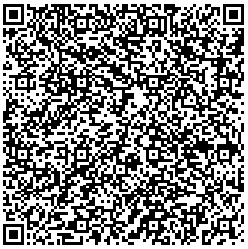
2026-01/028 PORT AREA ANTWERP: VHF CHANNELS

NtM 2025-01/029 cancelled.

The communication procedure and the marine radio communication can be found at:
www.portofantwerpbruges.com/en/shipping/rules-and-procedures/harbour-masters-office

- VHF communication procedures

- Marine radio communications for sea going vessels



- Marine radio communications for recreational vessels

- Marine radio communications for inland vessels

Source: Port of Antwerp-Bruges

2026-01/029 WESTERN SCHELDT: SPECIAL AND EXTRAORDINARY TRANSPORTS

NtM 2025-01/030 cancelled

Article 1
Definition of terms

1. Special transport: floating object which is in such a state that there is a serious risk that when sailing it will endanger the safety of shipping traffic or will cause damages to the works, either will sink or will lose cargo.
2. Extraordinary transport: transport unit of which the length, the width, the height above the water, the draught, the manoeuvrability and the speed are not compatible with the characteristics and dimensions of the fairway and/or the engineering structures to be passed.
3. Competent Authority: the GNA as meant in Article 6 of the Treaty between the Kingdom of the Netherlands and the Flemish Region concerning the GNB in the Scheldt area, comprising the Official Dutch Port Master of Western Scheldt and the Flemish Administrator-General of the Agency for Maritime and Coastal Services.
4. Local knowledge: we talk about local knowledge if, in the area to be navigated, the authorized waterway user is familiar with the traffic regulations prevailing there, the communication procedures used (MFBI), masters one of the - by the Standing Committee - established official languages and regularly sails the area to be navigated.

Article 2
Special and extraordinary transports are only allowed to sail with permission of the Competent Authority.

Article 3
1. In addition to the allowance referred in Article 2 and depending on the type of transport, the following rules are applicable:

A. Area seaward from the precautionary area[1]

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

1 If the transport arrives with a sea tug, it may be changed at Flushing Roads.
2 Transports such as floating pipes will be viewed individually with due observance of article 3 paragraph 2.

B. Area: precautionary area and river part

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

C. Area: canal from Ghent to Terneuzen

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

D. Time of departure from one of the Scheldt ports

When departing from one of the Scheldt ports, a special or extraordinary transport announces itself at least 1 hour before departure to the competent authorities through the traffic centre of that area. In case the circumstances require so, the competent authority can impose different times.

E. Visibility limitations within the mentioned areas

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

F. Shore-based pilotage

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

G. Speed

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

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

Article 4
The request for permission, as mentioned in Article 2, must be done using the Checklist Transport as included in attachment 1 to this Notification. At least 72 hours before arriving at the control area of the GNA, the request must be sent to:

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

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

Explanation :
Attention is drawn to the fact that it is sometimes dangerous for pilots to board from a tow or tugboat, due to obstacles or the absence of a proper pilot ladder.
For all transports, it applies that the pilot must be able to get on board safely both on board the tugboat and on board the tow.
The regulations are laid in SOLAS regulation V/23 of the International Maritime Organization (IMO).

ATTACHMENT I

The form to be used for special or abnormal transports within the GNB area in accordance with GB 05-2019 can be downloaded at: www.vts-scheldt.net/forms

ATTACHMENT II

The form to be used if a preliminary consultation is required for special or abnormal transports within the GNB area in accordance with GB 05-2019 can be downloaded at: www.vts-scheldt.net/forms

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

2026-01/030 DESIGNATION OF OVERSIZED SEA VESSELS

NtM 2025-01/031 cancelled

Standards oversized seagoing vessels in the management area of the GNA:

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

Standards oversized seagoing vessels on the Boven-Zeeschelde

7. In the waterway Boven-Zeeschelde: an oversized seagoing vessel is a seagoing vessel with a loa of 115 m or more and/or a draught of 5 m and more.

Source: GNA Bass 117-2013, GB 06-2013; MDK - afdeling Kust

2026-01/031 ARRIVAL PROCEDURE & CHAIN OPERATION VTS-SCHELDT AREA

NtM 2025-01/032 cancelled

After consultation between the GNA, the Port Services: Ghent, Antwerp, Zeebrugge, Ostend, Zeeland Seaports Flushing, Terneuzen and the Pilotage services, it was found that for the benefit of clarity and consistency there is the need for an Arrival Procedure for vessels having a harbour adjacent to the VTS-Scheldt area as her destination.

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

Unambiguous procedures within the VTS-Scheldt area are required.

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

The following procedure for Arrival & Chain Operation is established:

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

Article 1. Procedure arrival from Sea

1. The agent always announces the ETA at the pilotage station, or ETA Entry operational area for navigation without a pilot not passing through a pilotage station.
2. The agent announces whether the vessel is proceeding with/without a pilot or partially with a pilot.
3. Furthermore, the agent gives information about the proceeding of the vessel, both for navigation with a pilot and navigation without a pilot. The agent can select from four types of arrivals, of which only one can be active at any time:
   - 3.1 The vessel is allowed to proceed when arriving at the pilotage station (ETA)
   - 3.2 The vessel is only allowed to proceed from the requested time at the pilotage station (GTO)
   - 3.3 The vessel has a requested time of arrival in the harbour (GTA)
   - 3.4 The vessel is not allowed to proceed (BTV)

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

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

Article 3

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

Explanation:
The type of proceeding describes how a vessel will proceed:

- Arrival type **ETA**; the vessel will proceed, and the pilot will come on board at the pilotage station, if required (subject to restrictions imposed by the GNA and/or port authorities). In case the master/vessel changes the ETA, the vessel will proceed earlier or later because of this announcement (and the pilot will come onboard, if required).
- Arrival type **GTO**; the agent will announce the requested time of proceeding, the vessel will proceed at that time and the pilot will come onboard, if required (subject to restrictions imposed by the GNA and/or port authorities). In case the master/vessel advances the required time of arrival, it will not affect it.
- Arrival type **GTA**; the agent will announce the requested time of arrival in the harbour. Using its prediction model in LIS, the Pilotage Service will calculate at what time the vessel will proceed and/or the pilot will come on board (and communicate this). Next, the vessel will proceed at this time and/or the pilot will come on board, subject to restrictions imposed by the GNA and/or port authorities. In case the master/vessel advances the estimated time of arrival (ETA), it will not affect it.
  The reference point for the arrival type GTA is:
  - for Antwerp: the Co-ordination Point (CP)
  - Boven-Zeeschelde: Antwerp Roads
  - Zeebrugge: Zeebrugge Roads
  - Ostend: Ostend Roads
  - Other (Ghent, Terneuzen, Flushing): berth
- Arrival type **BTV;** the vessel cannot proceed. Any pilot order is cancelled.

Remark:

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

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

2026-01/032 ARRIVAL AND DEPARTURE RULES AND WORKING ARRANGEMENTS FOR ANTWERP

NtM 2025-01/033 cancelled

Article 1 General notes

1. This notification applies to vessels that meet at least one of the following criteria:
   - Length overall of 300 m or more
   - Width overall of 45 m or more
   - Draught of 120 dm or more for the Zandvliet-Berendrecht locks (right bank)
   - Draught of 125 dm or more for the Kieldrechtsluis (left bank)
   - Draught of 100 dm or more for the Kallosluis (left bank)
   - Draught of 125 dm or more for the tidal terminal (right and left bank)
   - Draught of 80 dm or more for berths upstream Kallosluis
   - Air draught of 60 m or more

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

Article 2 Permit for arrival, departure or shift

For every arrival, departure and shift in the Scheldt area, a written permit is required for vessels that meet at least one of the criteria of Article 1, first paragraph.
The permit is issued by the GNA. For this purpose, the form that can be downloaded from the website www.vts-scheldt.net must be completed in full and sent by e-mail to gna-scc@vts-scheldt.net, with a copy to vtsa.loods@mow.vlaanderen.be.
The following criteria and regulations are attached to the Permit:

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

Article 3 Arriving vessels

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

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

1. For vessels mentioned in Article 1.1. with a length of 300 m or more and/or a width of 45 or more and/or a draught of 125 dm or more, the visibility at the start of the voyage must be at least 1000 m over the entire route.
2. Depending on hydro-meteo circumstances, circumstances regarding to the ship, the expected traffic intensity and circumstances regarding to the fairway, additional conditions can be set by the GNA or by the VBS-NDH after consultation with the GNA. Regarding to the meteorological forecasts, the OMS weather forecast is used as a basis.
3. The GNA may, after consultation with the VBS-NDH, issue additional requirements to protect the interests involved. These requirements must be followed immediately.
4. The GNA may, after consultation with the VBS-NDH for safety reasons and/or in function of the capacity of the fairway and/or on the basis of the information provided by the PAB, impose requirements regarding the number of simultaneously sailing marginal and/or oversized vessels per tide.
5. The arriving vessel shall, if possible start her voyage at the beginning of her tidal window.
6. The vessel will be given priority at Flushing Roads.
7. After consultation with the ACC pilot and/or the operating pilot and the GNA, the earliest and/or latest time of arrival at Flushing Roads will be determined by the GNA.
8. Two pilots are prescribed on the river route, at least one of which must be of the highest category for vessels:
   a. With a length of 340 m or more and/or a width of 51 m or more.
   b. To the locks with a length of 300 m or more and/or a width of 45 m or more.
9. The order of arrival at CP, according to the port schedule of the PAB, may be determined by the imposed RTA CP and shall be translated and endorsed by the GNA as early as possible and preferably prior to the pilotage in a sailing order, taking into account the total traffic status within the GNB area.
10. The pilotage advice regarding the use of tugs must be strictly followed.
11. On the right bank, vessels with a width of 43 m or more are preferably locked through the Berendrechtsluis.
12. At tidal terminals subject to tidal flow, ships are berthed according to the tide. On request, for example for the terminal planning, this may be deviated from, but only if hydro-meteo circumstances and/or pilotage-technical reasons permit this.

13. Voyage planning for vessels destined for the Noordzee Terminal:
    a. For the Noordzee Terminal berths S901 and S903 (with overlap on S905) vessels larger than 300 m may only moor during HW, until 1 hour after HW. It is not allowed to moor from 1 hour after HW until LW.
    b. For the other berths, vessels can moor at all times according to their possible tide and/or current window.

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

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

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

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

Article 4 Departing vessels

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

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

1. For ships mentioned in Article 1.1. with a length of 300 m or more and/or a width of 45 m or more and/or a draught of 125 dm or more, visibility at the start of the voyage must be at least 1000 m over the entire route to be travelled.
2. Before the ship actually leaves its berth behind the lock, the draught is observed by the dock pilot and reported to PAB. If the observed draught differs from the draught stated on the Permit, this must be reported to the GNA.
3. Depending on the hydrological conditions, circumstances regarding to the ship, expected traffic intensity and circumstances regarding to the waterway, additional conditions may be imposed by the GNA or by the VBS-NDH after consultation with the GNA. The OMS weather forecast is used as a basis for the meteorological forecast.
4. The GNA may, after consulting with the VBS-NDH, impose additional requirements to protect the interests involved. These requirements must be complied with immediately.
5. The GNA may, after consulting with the VBS-NDH, for safety reasons and/or in function of the capacity of the fairway and/or based on the information provided by the PAB, impose requirements regarding the number of simultaneously sailing marginal and/or oversized vessels per tide.
6. Two pilots are required on the river route, at least one of whom must be in the highest category for vessels:
   a. With a length of 340 m or more and/or a width of 51 m or more.
   b. To the locks with a length of 300 m or more and/or a width of 45 m or more.
7. The pilotage advice regarding the use of tugs must be strictly followed.
8. The departing vessel should, if possible, start the voyage at the beginning of her tidal window.
9. Systematic departure, in relation to the tidal window, in two tides is not permitted.
10. The use of the locks in Antwerp is coordinated in function of the departure.
11. At rising tide, container vessels can depart with a minimum keel clearance of 10 dm in the lock or alongside the berth.
12. For departures from the Zandvliet/Berendrecht locks and the Kieldrechtsluis, the maximum draught is 145 dm.
    Container ships with a greater draught can be permitted provided that:
    a. The draught of 152 dm is not exceeded.
    b. For each individual authorisation, such a ship must indicate the current manoeuvring speed through the water on the river route and on the sea route.
       The GNA can allow derogations from the 145 dm draught for an individual authorisation, provided that the ship guarantees in writing to be able to comply with the required speeds (see Attachment 1) that make this possible.
13. The ship is preferably at the front of the lock, but at such a distance from the lock gates that the tugs have enough room to adequately assist the ship. As regards the right bank, ships with a beam of 43 m or more should preferably be taken through the Berendrechtsluis.
14. After consulting with the ACC-pilot and/or the service pilot, the latest possible time of arrival at Flushing Roads is determined by the GNA.
15. Voyage planning for vessels departing for the Noordzee Terminal:
    a. For the Noordzee Terminal berths S901 and S903 (with overlap on S905) vessels larger than 300 m may only moor during HW, until 1 hour after HW. It is not allowed to moor from 1 hour after HW until LW.
    b. For the other berths, vessels can moor at all times according to their possible tide and/or current window.
16. The vessel will be given priority at Flushing Roads.

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

A maximum draught of 140 dm is applicable.
On the river route a speed as indicated in Attachment 1 is taken into account.
The GNA may deviate from 140 dm for an individual admission, as long as the ship concerned has a time window of at least 60 minutes.

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

1. On the river route, due to the size of the vessel in relation to the dimensions of the fairway, encounters with the following vessels must be avoided in the Pas van Borssele and the Nauw van Bath:
   - Voyage Plan IMO2 Gastankers in accordance with the applicable Joint Notification.
   - Special and abnormal transports in accordance with the applicable Joint Notification.
   - Oversized vessels in accordance with the applicable Joint Notification.
2. At a wind force of more than 5 Bft at the locks and 7 Bft at the tide terminals, no permission to sail will be given. The trend in the wind forecast at the time that the ship should actually sail will be taken into account.
3. Maximum draught
   a. Departing Zandvliet-complex: 145,0 dm
      - If due to a large draught or other causes sailing is slower than the speeds included in Attachment 1, this element will be taken into account in the implementation of the conditions.
      - The GNA may grant permission for sailing with a deeper draught as long as the ship concerned has a time window of at least 60 minutes.

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

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

At least 6 months before the first visit to Antwerp of a new ship class, the shipping company concerned must submit a written request, accompanied by the ship file, to the GNA. The ship file must contain the following documents:

- Ship's principal particulars
- Ship's harbour speed table
- Result of Crash Stop Astern Test
- Result of Turning Circle Test
- Result of Zig Zag Test
- Result of Lowest Revolution Test Main engine
- Result of Bow Thruster Test
- General arrangement plan
- Mooring arrangement and anchor handling plan
- Table of Lateral wind load
- Pilot arrangements; height of the pilot door from the keel of the vessel

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

gna-scc@vts-scheldt.net
or
Gemeenschappelijk Nautische Autoriteit
Commandoweg 50
4381 BH Vlissingen, NL

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

ATTACHMENT 1 Speeds used for calculation

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

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

The speeds are expressed in knots.

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

2026-01/033 CANAL GHENT-TERNEUZEN: PASSAGE POINTS

NtM 2025-01/034 cancelled

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

1. Oversized sea-going vessels sailing with opposite courses can only pass each other at the following locations:
   a. The Western Outer Harbour
   b. Between the southern mouth of the Westsluis and the Massagoedhaven
   c. Between the southern mouth of the 'straatje van Zelzate' and the Rodenhuizedok
   d. At the entrance to the Mercatordock
   e. At the entrance to the Sifferdock

2. Moreover, oversized sea-going vessel with a draught of less than 10 m sailing with opposite courses can, apart from the locations mentioned in sub 1, also pass each other at the following locations:
   a. The 'Axelse Vlakte' close to Sluiskil, if, at Hydro Agri Alpha, there is no vessel moored loaded with ammonia
   b. 'Three quarters' south of the Sluiskil island
   c. South of the Sas van Gent bridge
   d. At the 'Ghent Coal Terminal'

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

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

2026-01/034 CANAL GHENT-TERNEUZEN: RULES FOR SEA-GOING VESSELS

NtM 2025-01/035 cancelled

CHAPTER I – SEA-GOING VESSELS ADAPTED FOR THE TRANSPORT OF (BREAK)BULK OR LIQUID CARGO WITH A WIDTH UP TO A MAXIMUM 34 METRES AND A LENGTH UP TO A MAXIMUM OF 265 METRES

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

In addition to Article 38, paragraph one, respectively Article 38, paragraph one, of the Dutch and the Belgian Shipping Regulations for the Ghent-Terneuzen Canal respectively, sea-going vessels with a draught from 12,30 m up to a maximum of 12,50 m and with a keel clearance of at least 1 m are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

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

Article 2. Use of tugboats

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

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

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

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

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

CHAPTER II – SEA-GOING VESSELS ADAPTED FOR THE TRANSPORT OF (BREAK)BULK OR LIQUID CARGO WITH A WIDTH FROM 34 METRES UP TO A MAXIMUM OF 37 METRES AND A LENGTH UP TO A MAXIMUM OF 230 METRES

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

In addition to Article 38, paragraph one, respectively Article 38, paragraph one, of the Dutch and the Belgian Shipping Regulations for the Ghent-Terneuzen canal respectively, sea-going vessels with a draught from 12,30 m up to a maximum of 12,50 m and with a keel clearance of at least 1 m are allowed to sail up or down the canal, with both the draught and the keel clearance being valid in a situation of fresh water and with the vessel stationary, if:

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

Article 4. Passage at the Westsluis

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

Article 5. Visibility

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

Article 6. Wind force

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

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

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

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

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

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

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

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

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

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

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

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

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

1. In addition to Article 38, paragraph one, respectively Article 38, paragraph one, of the Dutch and the Belgian Shipping Regulations for the Ghent-Terneuzen canal respectively, sea-going vessels adapted for the transport of cars (i.e. the Pure Car Carriers) are allowed to sail up or down the canal after permission of the GNA.
2. The permission referred in the first paragraph must be requested at least six weeks prior to arrival. Regulations can be attached tot he permission.

CHAPTER IV – BOATMEN

Article 10. Deployment of boatmen

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

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

Source: GNA Bass 125-2019, GB 04-2019

2026-01/035 BENEDEN-ZEESCHELDE: SHIPS HEADING FOR THE SCHELDT QUAYS AT ANTWERP ROADS UPSTREAM OF THE RIJNKAAI

NtM 2025-01/038 cancelled

Article 1. General
All seagoing vessels with an loa > 170 m destined for Scheldt quays on Antwerp Roads upstream of the Rijnkaai must submit a ship file to the GNA at the following address:

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

The ship file must include the following documents:
- The ship's manoeuvring characteristics
- Pilot card
- Mooring Arrangement Plan
- With an air draught of more than 60 m, specification of the precise air draught
  a. For seagoing vessels other than cruise ships, the written application must be submitted three (3) weeks in advance. An assessment will be made within two (2) weeks of whether, or under what conditions, arrival and departure can be permitted.
  b. For seagoing cruise ships the deadline for the written application is eight (8) weeks and an assessment will be made within six (6) weeks of whether, or under what conditions, arrival and departure can be permitted.
  c. If a ship has already submitted a ship file in the past and this is still up to date, there is no need to submit another ship file.

The ship may only navigate the area if all the following requirements are satisfied. To this end, written authorisation must be requested from the GNA for each arrival/departure, at least 24 hours before arrival at the Wandelaar or Steenbank pilot station, or six (6) hours before departing from the berth. The attached form can be used for the application. Deviations from the ETA or ETD of more than 2 hours must be reported to the GNA without delay.

Article 2. Regulations for seagoing cruise ships
2.1 Seagoing cruise ships with a loa starting from 170 m up to and including an loa of 200 m
The following regulations apply:
1. The maximum draught is 80 dm. Deeper draughts are possible only with written permission from the city of Antwerp. The request must be submitted to: stadshaven@antwerpen.be with the GNA in copy.
2. If visibility is less than 1000 m on the route between the Kallosluis and the berth, and vice versa, the GNA will decide, after consulting with the ACC HVL, the ACC pilot, the Dutch Head of the VBS NDH pilot service, and the pilot, if already aboard, whether the voyage can begin or should be postponed.
3. For navigation upstream of the Kallosluis a maximum of 7 Beaufort, measured at the Boudewijnsluis.
4. The agent must provide a waiting quay approved by the Port of Antwerp-Bruges at the latest on arrival at the CP. The waiting quay must be available on arrival at the CP until moored at the final destination. In the absence of this, if the weather conditions described in points 2 and 3 deteriorate, the ship will be sent back offshore.
5. Use of a tugboat on arrival and departure takes place in accordance with the binding pilotage advice.
6. The operator of the Kattendijksluis will ensure that the locking of the Kattendijksluis is tailored to the passage of the seagoing cruise ship in question.
7. By order of the operator of the berths concerned, no ships may be moored at the following berths during the passage of a seagoing cruise ship, neither during its arrival nor departure: the Ketelplaat waiting posts, the waiting posts between the Royerssluis and the Kattendijksluis, the outside of the regional floating jetty on the Palingplaat, the pontoon at the Steenplein on the right bank, berths S19A to S21, berths S24-S25 and berths S26 to S29. If a seagoing cruise ship moors starboard on arriving at the cruise pontoon and does not need to swing during its stay, other vessels may moor at S19A and S21, after the seagoing cruise ship's arrival.

8. The city of Antwerp will notify the managers of the relevant berths 48 hours in advance of the arrival/ departure of an expected seagoing cruise ship. This will enable the managers to take appropriate measures in time to ensure that on the specified date, no ships are moored at the berths, jetties, and quays under their management.
9. No inland waterway vessels will be allowed to moor alongside seagoing cruise ships moored on the new cruise pontoon unless permission is obtained from the city of Antwerp in the context of bunkering operations or provisioning of the seagoing cruise ship.
10. If seagoing cruise ships have to exchange places on the new cruise pontoon, the arriving ship will be allocated a CP RTA that is two hours later than the departure time of the departing cruise ship. (CP RTA arrival = ETD sailing + 2:00)

2.2 Seagoing cruise ships with a loa starting from 200 m up to and including a loa of 230 m

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

1. Maximum wind force: for sailing upstream of the Kallosluis, 6 Beaufort measured at the Boudewijnsluis.
2. No ships are anchored at Antwerp Rede and Oosterweel.
3. By order of the manager of the berths concerned, no additional ships may be moored at the following berths during the passage of the seagoing cruise ship, both during its arrival and departure: the SPO jetty (Lanxess Rubber Zwijndrecht) and Scheldt quays 4 to 8. The latter may only serve as a fallback location for the swinging manoeuvre.

2.3 Seagoing cruise ships with a loa exceeding 230 m up to and including an loa of 265 m

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

1. A 'Full SNMS' navigation system is used on the river route and two pilots are assigned, of whom at least one pilot has been trained in the 'Full SNMS' navigation system.
2. By order of the manager of the relevant berth, no ships may be moored at the Staatssteiger LO at the time the seagoing cruise ship needs to swing in situ.

Article 3. Regulations for other vessels with a loa exceeding 170 m

Based on the ship file, the GNA, in consultation with both pilotage services, will decide within 2 weeks whether and under what conditions permission will be granted for the arrival and departure of the relevant ship type for which a ship file has been submitted.

ATTACHMENT

The form to be used for ships with destination Scheldt quays Antwerp in accordance with GB 02-2023 can be downloaded at: www.vts-scheldt.net/forms

Source: GNA Bass 145-2023, GB 02-2023

2026-01/036 BELGIAN COASTAL PORTS AND ACCESS CHANNELS TO THOSE PORTS: OVERSIZED COMMERCIAL VESSELS

NtM 2025-01/039 cancelled

Following art. 3,3° and art. 13 § 2 of the KB of 04 August 1981, stipulating the police and shipping regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast, the following standards have been determined for an oversized vessel per each port, its roads and the entrance channels to this port:

1. Zeebrugge
Vessels with an overall length of over 170 m and/or a draught greater than 8 m.

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

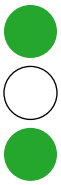
3. Nieuwpoort
Vessels with an overall length of over 75 m and/or a draught greater than 4,6 m.

Source: MDK - afdeling Scheepvaartbegeleiding – MRCC

2026-01/037 BELGIAN COAST: TRAFFIC SIGNALS

NtM 2025-01/040 cancelled

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

1		F L A S H I N G	Grave emergency All vessels must make way according to instructions
2			Entry and/or departure prohibitted 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

2026-01/038 COASTAL MARINAS: SPEED LIMIT FOR MECHANICALLY POWERED VESSELS

NtM 2025-01/041 cancelled

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

- in the port shipping lanes of Nieuwpoort and Blankenberge between the jetties and in the shipping lane leading to the harbours, the maximum allowed speed has been set at 5 knots.
- in the harbour docks of Nieuwpoort and Blankenberge, the sailing speed may not exceed 3 knots.
- in the Montgomerydok, Visserijdok and Vuurtorendok in Ostend, and the Prins Albertdok and Tijdok in Zeebrugge, the sailing speed may not exceed 3 knots.

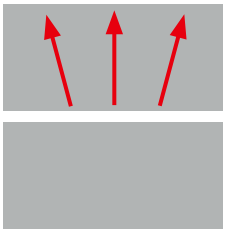
These limits are indicated by signs that have been posted on both sides of the port shipping lane on the jetties and on the banks when entering the harbour docks.
These speed limit signs will always be accompanied by a sign 'Verboden hinderlijke waterbeweging te veroorzaken' (Prohibited to produce water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

Source: MDK - afdeling Kust - team Beheer Kust

2026-01/039 PORT OF OSTEND: SPECIAL TRAFFIC SIGNALS - FLICKERING LIGHTS

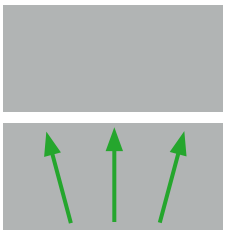
NtM 2025-01/042 cancelled

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:



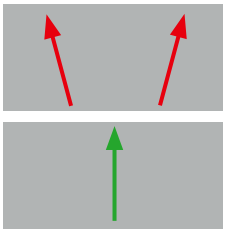
Forbidden: direction

-sea
-fishing lock+tidal dock
-back port



Allowed: direction

-sea
-fishing lock+tidal dock
-back port

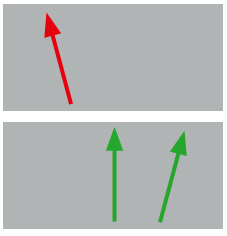


Forbidden: direction

-sea
-back port

Allowed: direction

-fishing lock+tidal dock

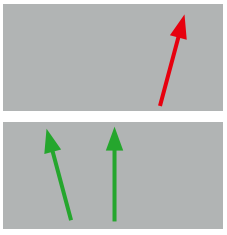


Forbidden: direction

-sea

Allowed: direction

-fishing lock+tidal dock
-back port



Forbidden: direction

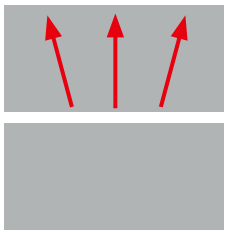
-back port

Allowed: direction

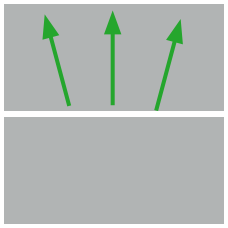
-sea
-fishing lock+tidal dock

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

Following sailing instructions will be given:



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

2026-01/040 PORT OF ZEEBRUGGE: TRAFFIC REGULATION VISARTSLUIS - PRINS ALBERTDOK - TIJDOK

NtM 2025-01/043 cancelled

Traffic coming from or in the direction of the Visartsluis has right of way over vessels coming from the Prins Albertdok (Old Fishing Port) and Tijdok.
Those vessels have to ask permission from the Port Control Zeebrugge (VHF 71) before leaving the Prins Albertdok/Tijdok.

Source: Port of Antwerp-Bruges

2026-01/041 PORT OF ZEEBRUGGE: PORT SIGNALS AT THE BREAKWATERS AND THE OLD BREAKWATER (LEOPOLD II)

NtM 2025-01/044 cancelled

This notice is addition to NtM 2026-01/037
The port signals at the breakwaters in Zeebrugge are to allow for arrival and/or departure of vessels.
The signals on the lighthouse on the old breakwater (Leopold II) will continue to exist, being in a secondary role to the ones on the breakwaters.

PORT SIGNALS BREAKWATERS

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

LICHT SIGNALS AT THE OLD BREAKWATERS

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

Source: Port of Antwerp-Bruges

2026-01/042 PORT OF ZEEBRUGGE - P. VANDAMMESLUIS AND VISARTSLUIS: SIGNALIZATION

NtM 2025-01/045 cancelled

The traffic lights at the P. Vandammesluis in Zeebrugge were officially put in service on 01 December 2013 to allow for sailing in and out of the vessels.
The 4 masts on the outside of the lock (sea and land side) wear a fog light (F.Y).
The traffic lights at the Visartsluis (both sides) are operational.

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

Sailing in/sailing out the lock forbidden

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

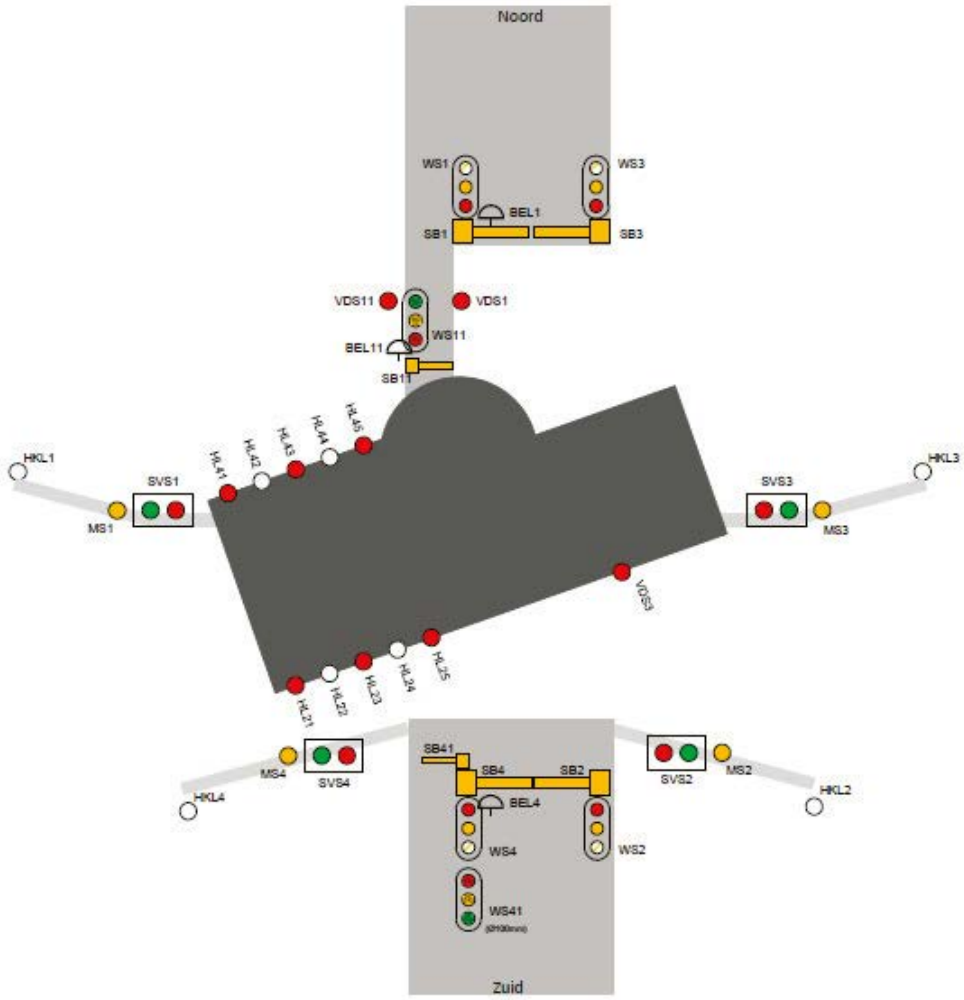
Sailing in/sailing out the lock allowed

Lock out of service

Source: Port of Antwerp-Bruges

2026-01/043 PORT OF ZEEBRUGGE – VERBINDINGSDOK: VERBINDINGSBRUG

NtM 2025-01/046 cancelled

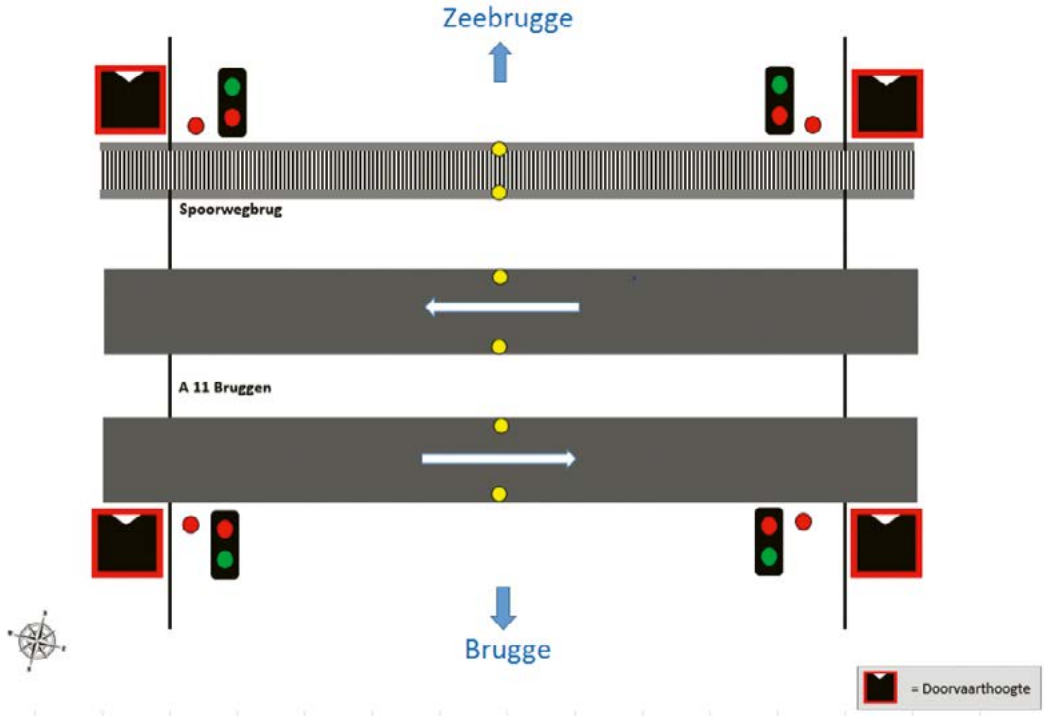


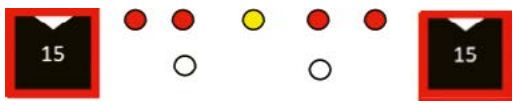
Bron: Port of Antwerp-Bruges

2026-01/044 PORT OF ZEEBRUGGE - BOUDEWIJNKANAAL - ROSKAM-BRIDGES (A11) AND RAILWAY BRIDGE: SIGNALIZATION

NtM 2025-01/047 cancelled

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



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

Bron: Port of Antwerp-Bruges

2026-01/045 PORT OF ZEEBRUGGE: ADDITIONAL REGULATIONS LNG BUNKER VESSEL

NtM 2025-01/048 cancelled

Additional regulations for shipping by an LNG bunker vessel

LNG bunker vessels (LBV) are operational in the port of Zeebrugge-Brugge. Therefore the following rules are applicable:

When an LBV is positioned alongside a receiving vessel or is moored alongside a quay, maritime traffic must pass at a distance of minimum 30 m with a sailing speed not exceeding 6 knots.

When an LBV is sailing in the port, maritime traffic must keep a minimal distance of 1 cable fore or aft and keep minimum passing distance of 50 m. Here again, the maximal speed is 6 knots.

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

An LBV shall not operate in port if wind speeds, at constant strength, exceed 20 m/s (8 Bft) for 10 minutes or more and/or visibility is less than 500 m.

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

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

Source: Port of Antwerp-Bruges

2026-01/046 PORT OF ZEEBRUGGE: NAUTICAL CONTROL MEASURES – LNG PROCEDURES

NtM 2025-01/049 cancelled

I. General provisions

1.1. General

A LNG tanker's arrival, docking and departure at or from Zeebrugge are operations that must be executed precisely according to plan.
A coordination centre has been established in Zeebrugge - hereinafter referred to as VCZB (Verkeerscentrale Zeebrugge - Zeebrugge Traffic Centre) - which is manned 24 hours a day and monitors these activities jointly with Port Control Zeebrugge.
The general provisions for large LNG vessels are identical to those for small LNG vessels. For a comparison of nautical preconditions between the various LNG tankers, see Attachment III.

1.2. Competent authorities

The competent authorities referred to in this document are:

- VCZB (*Verkeerscentrale Zeebrugge* - Zeebrugge Traffic Centre)
- GNA (*Gemeenschappelijk Nautische Autoriteit* - Common Nautical Authority)
- PoAB (Port of Antwerp-Bruges)
- DAB Loodswezen (*Dienst Afzonderlijk Beheer Loodswezen* - Separate Management Service Pilotage)

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

1.3. Control measures

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

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

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

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

All LNG tankers, with the exception of those that are exempt, that come to and from the port of Zeebrugge via the Wandelaar pilotstation are bound by the LNG control measures.

Specific to small LNG tankers:

- The control measures for small LNG tankers only apply in the Pas van Zand and the port of Zeebrugge, regardless of the preceding route.
- Shifts of small LNG tankers within the port fall under the control measures as described under point 3: Small LNG shipping with the exception of the VCZB conditions under point 3.2.2.2 and 3.4.2.2.

In the port of Zeebrugge, the LNG control measures apply only in the tidal part of the port.

The following LNG tankers are exempt from the LNG control measures:
LNG tankers of which the largest tank holds less than 3000 m^3 and with a load of less than 15000 m^3
Within the port, LNG tankers acting as bunker ships. These fall under the POAB port regulations;
Non-tankers using LNG as fuel for their propulsion regardless of the size of their bunker tanks.

In addition to the nautical control measures - 'LNG procedures Zeebrugge', the corresponding Joint Notification with regard to the transport of hazardous substances in gas tankers also applies to all LNG vessels sailing through the GNB Area and furthermore the Police and Shipping Regulations for the Belgian territorial sea, the ports and the beaches of the Belgian coast is also in force.

1.4. Technical disruptions

All incidents and technical malfunctions on board the LNG tanker that occur on the sea route as well as during the stay in the port of Zeebrugge are reported immediately by the LNG tanker to VCZB and Port Control Zeebrugge respectively. VCZB in turn informs MRCC, DAB Loodswezen Zeebrugge and GNA. Port Control Zeebrugge in turn informs the terminal.

The LNG tanker must report any defects that have been identified or are anticipated to the ship itself, its means of propulsion and its equipment to VCZB and additionally POAB 24 hours before the LNG tanker's arrival at the pilotage position.

Depending on the nature of the defect (if applicable), entry/exit may be refused by the competent authorities. Any changes in the situation must be reported immediately to VCZB and Port Control Zeebrugge. VCZB in turn informs MRCC and DAB Loodswezen Zeebrugge and GNA. Port Control Zeebrugge in turn informs the terminal.

1.5. Report of position/ETA/ETD

The LNG tanker's position must be reported to POAB at 24-hour intervals as from five (5) days prior to its arrival at Zeebrugge.

Mandatory notification by the LNG tanker to VCZB of the time of arrival 48, 24, 6 and 1 hour(s) before arrival at the pilotage position.

VCZB and POAB will determine and check the time of arrival/departure in consultation with the LNG tanker and the LNG terminal.

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

1.6. Swath operability

LNG tankers must inform VCZB and DAB pilotage Zeebrugge of the tanker's swath operability (or non-swath operability) at least 24 hours prior to arrival (see Attachment VI).

1.7. Recommended anchorages

If there is a pilot on board, the anchorage will be allocated by VCZB in consultation with the pilot guiding the vessel.
If there is no pilot on board, VCZB will show the vessel to the Westhinder anchorage area. When leaving the Westhinder anchorage to sail to the pilotage position, the LNG tanker must avoid entering the percaution area east of the line A-N, A-S. The LNG must sail via Westhinder-OD1 to A-S.

1.8. VTS guidance/position information/VHF communication

VTS assistance by VCZB is provided on VHF 60, VHF 65 en VHF 69 of the respective VHF block areas.
LNG tankers will be guided by the VCZB from their very first VHF contact with Wandelaar Approach.

The "Wandelaar Approach" traffic area
From in the west to the Westende water tower - MiddelkerkeBk (buoy) line - 51°19,60'N/002°31,50' E - OD1 (buoy)
CALL SIGN: Wandelaar Approach - VHF 60

The "Wandelaar" traffic area
From the Westende water tower - MiddelkerkeBk (buoy) - 51°19,60'N/002°31,50' E - OD1 (buoy) line to the A1bis - S2 - VG6 buoy line
CALL SIGN: Traffic Centre Wandelaar - VHF 65

The "Zeebrugge" traffic area
From the A1bis - S2 - VG6 buoy line, including the Pas van het Zand, to the breakwaters of Zeebrugge
CALL SIGN: Traffic Centre Zeebrugge - VHF 69

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

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

CALL SIGN: Radar Zeebrugge - VHF 4

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

2. Large LNG vessels

2.1. Definition

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

- Conventional LNG-vessel: loa: > 200 m en < 315 m
- Q-Flex: loa: ≥ 315 m en < 345 m
- Q-Max: loa: ≥ 345 m
- ARC7: Ice Class tanker with three Pod propeller developed and buit for the Yamal LNG project (loa: 299 m)
- Qatari Moss 5 spheres vessels: Conventional LNG-vessel with 5 spherical MOSS-type tanks

2.2.Nautical control measures upon arrival

2.2.1. Pilots

Two pilots are required onboard a large LNG tanker.
A pilot will board the vessel 1 mile east of the "A-S"/"A-N" buoy line at a sufficient distance from any other vessels being piloted. During this operation, the other vessels will be instructed by Traffic Centre Wandelaar to maintain a distance of at least half a mile from the large LNG tanker, via a traffic sign if necessary.

2.2.2. Route

The arriving large LNG tanker will sail along the following route: pilotage station Wandelaar, Akkaert-SW, A1, "S3/S4", Scheur West, Pas van het Zand.

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

A large LNG tanker has the status of
"OVERSIZED VESSEL"
conform NtM 2026-01/036

2.2.3. Permission to arrive

- Daylight conditions are not required for securing tugs at SZ buoy unless otherwise agreed at the ship-shore meeting (e.g. due to specific construction of bow or stern).
- The large LNG tanker must request permission to approach from VCZB, which will be granted subject to the following conditions.

2.2.3.1. Conditions imposed by POAB

→ The necessary provisions for receiving the large LNG tanker must be made.

→ Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of PoAB nv are met. This does not apply to LPG vessels[1].

■ Conventional & ARC7-tankers:

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

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

■ Q-max and Q-flex tankers :

→ At least three tugs must be able to sail in due time to assist the large LNG-tanker before the buoy "SZ". Two additional tugs from the passage of the Zeebrugge breakwaters.
- **For the Q-flex serie:** a minimum bollard pull with a total force of 275 tons is required for the 5 tugs.
- **For the Q-Max serie jetty 1 (kaai 615):** a minimum bollardpull with a total force of 305 tons is required for the 5 tugs.
- **Bij de Q-max serie jetty 2 (kaai 616):** a minimum bollardpull with a total force of 305 ton is required for the 5 tugs. At a wind force of 10 m/s or more, a minimum bollarpull with a total force of 365T is required for the 5 tugs. With a minimum of 2 tugs of 85T and 3 of 65T. Additional operational instructions are described in Appendix VII.

■ Qatari Moss 5 Spheres vessels:

→ At least three tugs must be able to sail out in time to assist the large LNG tanker before the 'SZ' buoy. 1 additional tug to assist from the passage of the breakwaters Zeebrugge. Another 1 additional tug to assist when the ship is in the LNG dock..
- For Qatari Moss 5 spheres vessels, additional measures apply to quay 616. These are described in additional operational instructions in Annex VIII

Remarks applicable to the 5 types of large LNG tankers:

- Three tugs must be able to effectively assist before the passage of buoy 'SZ' is reached.
- The large LNG tanker must be equipped to secure four tugs to its deck. The use of 'sunken bits' on the side of the ship is excluded seaward of the Zeebrugge breakwaters..
- The tug lines used must always be issued by the tugs.
- One or more tugs must have suitable fire extinguishers, class standard FiFi-1, to combat an LNG fire (see Attachment IV).

1 And taking into account the Decree of the Head of the Belgian Explosives Service of 23 September 1980 containing special regulations regarding explosives handling in the port of Zeebrugge, and its references.

→ If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the "Arrival and departure rules and working arrangements for Zeebrugge" as a reference

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

2.2.3.2. Conditions imposed by VCZB

→ The large LNG tanker must have a minimum keel clearance of 15% on the entire route. It applies also inside de LNG dock.
→ The average wind force must be less than 14 m/s according to the meteorological data measured at the Januskop on the western breakwater of Zeebrugge (conventional LNG shipping, Q-Flex, ARC7 series and Qatari Moss 5 spheres).
The average wind force must be less than 12 m/s according to the meteorological data measured at the Januskop on the western breakwater of Zeebrugge(Q-max series).
→ The speed of the tidal current at the Zeebrugge breakwaters must be less than 1,5 knot.
→ Visibility must be at least 1000 m over the entire sea and port stretch.

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

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

If no admission for arrival is granted, the large LNG tanker will be referred to an anchorage by VCZB.

In the event that the large LNG tanker was allowed to proceed to the port of Zeebrugge and the conditions have deteriorated to an unacceptable level (wind, visibility, not enough tugs, no moorings available, etc.), the large LNG tanker must be informed of this by VCZB before passing buoys "VG5/VG6 - S2" at the latest.

Even after this passage, VCZB must always report changes to the LNG tanker.

2.2.4. Voyage plan and notification of passage points

2.2.4.1. Voyage plan

The pilot designated to the large LNG tanker aims to draw up a voyage plan at least one hour before ETA at buoy "A-S".

The voyage plan should preferably be sent to VCZB by e-mail. If e-mail is impossible, the voyage plan can be submitted by telephone or by VHF.
VCZB will in turn, send the voyage plan to the competent authorities and the pilotage station by e-mail.

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

- One hour before pilotage of the large LNG tanker, the ETA "A-S" and passage S3 and SZ are announced
- Once the pilot is on board, the passage times S3 and SZ are passed on by the pilot to VCZB and announced by VCZB.

2.2.4.2. Deviations from the voyage plan

Deviations may be requested in the event of chain disruptions. If this leads to deviations greater than 15 minutes, this must be reported no later than before passing the buoys 'VG3/VG4 - A1'. The final availability and undisturbed planning of the chain must be confirmed no later than before passing buoys 'VG5/VG6 - S2'.
VCZB will announce.

VCZB will then notify Port Control Zeebrugge by telephone.
VCZB will inform the competent authorities and the pilotage station of the deviation by e-mail.

2.2.4.3. Reporting passage points

The large LNG tanker will report its passage of the following points, indicating the estimated time of arrival at the next passage point:

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

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

VCZB will inform inbound vessels passing buoy "WP4", S2 and VG5/VG6 of the inbound and outgoing large LNG tanker, including the corresponding passage points (S3-SZ).

2.2.5. Maritime traffic regulations

2.2.5.1. By VCZB

VCZB regulates and coordinates maritime traffic in the vicinity of the large LNG tanker.

When the LNG tanker reports its estimated passage times VCZB will concurrently notify all vessels of the minimum passing distance (5 cables when a pilot is boarding the large LNG tanker and 2 cables when it is sailing). This does not release either the large LNG tanker or the other vessels from their duty of good seamanship and for making mutual arrangements on the VHF channels of the respective VHF sectors to maintain a 2 or 5-cable passing distance, respectively.

On the route from buoy "S3/S4" to the Zeebrugge jetties and vice versa, vessels may only overtake and/or cross a large LNG tanker if explicit agreements were made beforehand on the VHF channels of the respective VHF block areas, with the large LNG tanker and with VCZB.

2.2.5.2. By POAB

As from the moment the LNG tanker has passed buoy "Z", Port Control Zeebrugge will handle the traffic coordination of all arrivals and departures and all vessels in the port, in which a passing distance of 2 cables is maintained until the large LNG tanker has been manoeuvred behind the LNG buoy (to the east).
This does not apply to shipping in the Wielingen.

2.3. Staying in the port of Zeebrugge - PoAB

The large LNG tanker must moor on the port side at jetty 615 or on the starboard side at jetty 616, with the exception of the Q-Max. The Q-Max moors on the port side at both jetty 615 and 616 (head-in) if quay 615 is occupied.

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

- The large LNG tanker may have a keel clearance of less than 15% during its stay in the port.
- A FiFi-1 tugboat must be permanently in the vicinity of the large LNG tanker and must be immediately available upon call for an intervention[2].
  This tug is allowed to assist with the approach and manoeuvers of a second LNG tanker to/from the LNG dock. If two LNG tankers are present in the LNG dock, one tugboat is sufficient (see also chapter 4).
- Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of POAB nv are met. This does not apply to LPG vessels[3].

2.4. Nautical control measures on departure

2.4.1. Pilots

Two pilots are required on board the large LNG tanker.

2.4.2. Route

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

If this is necessitated by the traffic situation and/or there is a traffic obstruction on the waterway an alternative route can be chosen following consultation with VCZB: Pas van het Zand, Scheur West, "S3/S4", A1, pilot station Wandelaar.

A large LNG tanker has the status of "OVERSIZED VESSEL" conform NtM 2026-01/036

2.4.3. Permission to depart

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

2.4.3.1. Conditions imposed by POAB

→ Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of MBZ nv are met. This does not apply to LPG vessels[4].

→ Tugs:

- **For conventional and ARC7 LNG vessels:** a minimum bollard pull with a total force of 190 tons is required – 3 tugs required.
  With average wind force of 12 m/s or higher, for one of the tugs, a bollard pull of at least 80 tons is required for one of the tugs.
- **for Q-Flex:** a minimum bollardpull with a total force of 190 ton is required – 4 tugs required.
- **for Q-Max:** a minimum bollardpull with a total force of 260 ton is required – 4 tugs required.
- The pilots can always request additional tugs depending on the prevailing circumstances (wind, draft, ...).
- The above-mentioned number of tugs must be able to assist effectively up to the passage of the breakwaters Zeebrugge.
  The large LNG tanker must be equipped to moor the above-mentioned number of tugs on deck. The towing lines used are always issued by the tugs.

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

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

3 And taking into account the "Decree of the Head of the Belgian Explosives Service of 23 September 1980 containing special regulations regarding explosives handling in the port of Zeebrugge, and its references.

4 And taking into account the "Decree of the Head of the Belgian Explosives Service of 23 September 1980 containing special regulations regarding explosives handling in the port of Zeebrugge, and its references.

→ If other vessels report simultaneously the order and time of departure will be strictly determined, for which Port Control Zeebrugge shall use the "Arrival and departure rules and working arrangements for Zeebrugge" as a reference.

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

2.4.3.2. Conditions imposed by VCZB

→ The large LNG tanker must have a minimum keel clearance of 15% on the entire route. It also applies inside the LNG-dock.
→ The average wind force must be less than 14 m/s according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater (conventional LNG vessels, Q-Flex, ARC7 series and Quatari Moss 5 spheres).
The average wind force must be less than 12 m/s according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater (Q-Max series).
→ The speed of the tidal current at the Zeebrugge breakwaters must be less than 2 knots for conventional LNG vessels, Q-flex vessels and the ARC7 series.
The speed of the tidal current at the Zeebrugge breakwaters must be less than 1,5 knots for the Q-max series.
→ Visibility must be at least 1000 m across the entire sea and port stretch.

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

If the conditions stated in 2.4.3.2. are not met, this must be reported by VCZB to the competent authorities. The decision to grant permission for departure or not will be made by consensus.

2.4.4. Voyage plan and notification of passage points

2.4.4.1. Voyage plan

The pilot allocated to the large LNG tanker must draw up a voyage plan at least one hour before departure from Zeebrugge.

The voyage plan should preferably be sent to VCZB by e-mail. If e-mail is impossible, the voyage plan can be submitted by telephone or by VHF.
VCZB will in turn, send the voyage plan to the competent authorities and the pilotage point by e-mail.

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

- Half an hour before the departure of the large LNG tanker, VCZB calls the ETD.
- VCZB • VCZB calls the ETA SZ, S4 and pilot off board upon departure of the large LNG tanker.

2.4.4.2. Deviations from the voyage plan

The large LNG tanker must report any deviations from the initial voyage plan exceeding 15 minutes to VCZB.
VCZB will announce immediately the amended voyage plan on VHF 65 and VHF 69 of the respective VHF block areas.
VCZB will then notify Port Control Zeebrugge by telephone.
VCZB will inform the competent authorities and the pilotage point of the deviation by e-mail.

2.4.4.3. Reporting of passage points

The large LNG tanker will report its passage of the following points, indicating the estimated time of arrival at the next passage point:

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

VCZB will inform outgoing vessels passing buoy "W4" of the incoming and outgoing large LNG tanker, including the corresponding passage points (SZ-S4).
VCZB will inform inbound vessels passing buoy "WP4", S2 and VG5/VG6 of the inbound and outgoing large LNG tanker, including the corresponding passage points (SZ-S4).

2.4.5. Picking up the pilot

When picking up the pilot, who must board the LNG tanker at a sufficient distance from any other vessels being piloted, the other vessels will be instructed in due time by the Wandelaar pilot boat and Traffic Centre Wandelaar to maintain a distance of at least half a mile from the large LNG tanker, if necessary via a traffic sign.

2.4.6. Maritime traffic regulations

2.4.6.1. By POAB

As soon as the large LNG tanker is ready to leave the LNG dock, and has requested and obtained authorisation from Port Control Zeebrugge, Port Control Zeebrugge will handle maritime traffic control and coordination for all vessels in the port in which a minimum passing distance of 2 cables will be maintained from the moment that the large LNG tanker passes the LNG buoy until it has passed the Zeebrugge breakwaters. This does not apply on shipping in de Wielingen.

2.4.6.2. By VCZB

VCZB regulates and coordinates maritime traffic in the vicinity of the large LNG tanker.

When the LNG tanker reports its estimated passage times VCZB will concurrently notify all vessels of the minimum passing distance (5 cables when a pilot is disembarking and 2 cables when it is sailing). This does not release either the large LNG tanker or the other vessels from their duty of good seamanship and for making mutual arrangements on the VHF channels of the respective VHF sectors to maintain a 2 or 5-cable passing distance, respectively.

On the route from "S3/S4" to the Zeebrugge breakwaters and vice versa, vessels may only overtake and/or cross a large LNG tanker if explicit agreements were made beforehand on the VHF channels of the respective VHF sectors with the large LNG tanker and VCZB.

3. Small LNG vessels

3.1. Definition

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

3.2. Nautical control measures upon arrival

3.2.1. Route

See GB 01-2018 'Transport of dangerous substances with gas tankers inside the GNB working area' (NtM 2026-01/056), with emphasis on the sailing plan IMO2 gas carrier, route and passage point, S3, ...

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

3.2.2. Permission to arrive

The small LNG tanker must request permission to approach from VCZB, which will be granted subject to the following conditions.

3.2.3.1. Conditions imposed by POAB

- → The necessary provisions for receiving the small LNG tanker must be made.
- → Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of PoAB are met. This does not apply to LPG vessels[5].
- → Tugboats may be ordered at any time by the small LNG tanker. The tug lines used must always be issued by the tugs.
- → If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the "Arrival and departure rules and working arrangements for Zeebrugge" as a reference.

> Conditions under 3.2.2.1 must be checked by VCZB with Port Control Zeebrugge before small LNG tanker pass buoys "VG5/VG6 – S2"..

3.2.3.2. Conditions imposed by VCZB

- → The small LNG tanker must have a minimum keel clearance of 15% on the entire route. This also applies inside the LNG dock.
- → The average wind force must be less than 14 m/s according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater.
- → The speed of the tidal current at the Zeebrugge breakwaters must be less than 2 knots for small LNG tankers greater than 170 m.
- → Visibility must be at least 1000 m over the entire sea and port stretch.

> Conditions under 3.2.2.2 must be checked by VCZB before allowing a pilot to board the small LNG tanker.

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

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

In the event that the small LNG tanker was granted permission to enter the port of Zeebrugge but conditions have deteriorated to an unacceptable level (wind, visibility, not enough tugs, no moorings available, etc.) the

5 And taking into account the Decree of the Head of the Belgian Explosives Service of 23 September 1980 containing special regulations regarding explosives handling in the port of Zeebrugge, and its references.

small LNG tanker must be informed of this before passing buoys "VG5/VG6 - S2" at the latest.
Even after this passage, VCZB must always report changes to the LNG tanker.

3.2.3 Maritime traffic regulations

3.2.3.1. By VCZB

On the route from SZ buoy to the breakwaters of Zeebrugge and vice versa, vessels may only overtake and/or cross a small LNG tanker if explicit agreements have been made in advance on the VHF channels of the separate block areas of the VHF, with the small LNG tanker and VCZB. (Reserved due to oversized status and alignment for harbour entrances). A passing distance of 2 cables must always be maintained with respect to the small LNG..

3.2.3.2. By PoAB

From the passage of the 'Z' buoy, Port Control Zeebrugge provides traffic coordination for all arrivals and departures and all shipping in the port. A passing distance of 2 cables is maintained until the small LNG tanker has manoeuvred behind (east of) the LNG buoy or moors at the assigned berth. This does not apply to shipping in the Wielingen..

3.3. Staying in the port of Zeebrugge - POAB

During the entire stay in the outer harbour, the following precautions must be taken:

- → The small LNG tanker may have a keel clearance of less than 15% during the stay in the harbour.
- → Vessels loaded with IMO1 goods and LNG tankers may not be in the outer harbour at the same time unless the conditions as described in the Code for the Handling of Dangerous Goods of POAB nv are met. This does not apply to LPG tankers[6].
- → A tug of the FIFI-1 type (see appendix IV) must be present in the outer port.

3.4. Nautical control measures on departure

3.4.1. Route

See GB 01-2018 'Transport of dangerous substances with gas tankers inside the GNB working area' (NtM 2026-01/056), with emphasis on the sailing plan IMO2 gas carrier, route and passage point, S4, ...

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

3.4.2. Permission to depart

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

3.4.2.1. Conditions imposed by POAB

- → Vessels loaded with IMO1 goods and LNG tankers may not be in the outer port at the same time unless the conditions as described in the Codex for the Handling of Dangerous Goods of PoAB nv are met. This does not apply to LPG vessels[7].
- → Tugboats may be ordered at any time by the small LNG tanker.
  The tug lines used must always be issued by the tugs.
- → If other vessels report simultaneously the order and time of arrival will be strictly determined, for which Port Control Zeebrugge shall use the "Arrival and departure rules and working arrangements for Zeebrugge" as a reference.

Conditions under 3.4.2.1. must be checked by Port Control Zeebrugge before departure.

6 And taking into account the Decree of the Head of the Belgian Explosives Service of 23 September 1980 containing special regulations regarding explosives handling in the port of Zeebrugge, and its references.

7 And taking into account the Decree of the Head of the Belgian Explosives Service of 23 September 1980 containing special regulations regarding explosives handling in the port of Zeebrugge, and its references.

3.4.2.2. Conditions imposed by VCZB

→ The small LNG tanker must have a minimum keel clearance of 15% on the entire route This also applies inside the LNG dock.
→ The average wind force must be less than 14 m/s according to the meteorological data measured at the Januskop on the western Zeebrugge breakwater.
→ Visibility must be at least 1000 metres over the entire sea and port stretch.

> Port Control Zeebrugge must check the conditions under 3.4.2.2 with VCZB before permission for departure can be granted.

If the conditions stated in 3.4.2.2 are not met, this must be reported by VCZB to the competent authorities. The decision to grant permission for departure or not will be made by consensus.

3.4.3 Maritime traffic regulations

3.4.3.1. By PoAB

As soon as the small LNG tanker is ready to leave the LNG dock or its berth, and has requested and obtained authorisation from Port Control Zeebrugge, Port Control Zeebrugge will handle for traffic regulation to and from Zeebrugge and coordination of all shipping in the port, in which a minimum passing distance of 2 cables will be maintained from the moment that the small LNG tanker passes the LNG buoy or leaves its berth until it has passed the Zeebrugge breakwaters. This does not apply for the shipping in the Wielingen.

3.4.3.2. By VCZB

On the route from SZ buoy to the Zeebrugge harbour heads and vice versa, vessels may only overtake and/or cross a small LNG tanker if explicit agreements have been made in advance on the VHF channels of the separate block areas of the VHF with the small LNG tanker and VCZB. A passing distance of 2 cables must always be maintained with respect to the small LNG.

4. Traffic control at the LNG dock with 2 vessels simultaneously

4.1. General

- The Q-Max series may only moor on the port side, at quay 615 and quay 616 (head-in)
- The first LNG carrier must be fully moored (all secured) according to the approved mooring plan before a second LNG carrier is allowed to enter or leave the LNG dock.
- The leading lights at the LNG dock must function properly upon the arrival or departure of a second LNG tanker.
- When an LNG tanker arrives at or departs from the LNG dock, a FiFi-1 tugboat must be present if there is another LNG tanker nearby, pursuant to the provisions of Chapters II and III. This tug is allowed to assist with the approach and manoeuvres of a second LNG tanker to/from the LNG dock.
- A single FiFi-1 tug is sufficient.
- When arriving or departing with a large LNG vessel and there is another large LNG vessel moored in the LNG dock, then the use of Full SNMS is mandatory.

ATTACHMENT I - partners

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Maritime Police, Coast Division	Natiënkaai 5 8400 Ostend Tel: +32 (0)59 56 15 30 dga.spn.kust.wpz@police.belgium.eu dga.skm.kust.bcpno@police.belgium.eu
Port of Antwerp-Bruges	Pierre Vandammehuis Isabellalaan 1 8380 Zeebrugge Tel: + 32 (0)50 54 32 43 https://www.portofantwerpbruges.com/en
VCZB	Westelijke Strekdam 8380 Zeebrugge Tel: +32 (0)59 34 28 00 Tel: +32 (0)59 34 28 01 vts-zeebrugge@vts-scheldt.net
Fluxys	Henri-Victor Wolvenstraat 3 8380 Zeebrugge Tel: +32 (0)50 36 66 00 (control room) Tel: +32 (0)50 36 65 00 (emergency number) ship@fluxys.com Reception: Tel: +32 (0)50 36 66 11 Fax: +32 (0)50 36 66 09
GNA	Scheldecoördinatiecentrum (SCC) Commandoweg 50 4381 BH Vlissingen, NL Tel: +31 (0)88 7980 758 gna-scc@vts-scheldt.net

ATTACHMENT II - General remarks

The LNG control measures apply to the current configuration of the LNG terminal and the berths in the outer harbour of Zeebrugge. In the event of an expansion of the LNG terminal, the control measures for the port must be reviewed.

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

	small LNG[1]	Conventionele LNG	Qatari Moss 5sph	Q-flex	Q-max	ARC7
Dimensions	≤ 200 m	loa > 200 - < 315 m	loa > 200 - < 315 m	loa ≥ 315 - < 345 m	loa ≥ 345 m	loa = 299 m
Pilot boarding – Pilotage station	buoy "KB"	1 mile east of buoy "A-S"	1 mile east of buoy "A-S"	1 mile east of buoy "A-S"	1 mile east of buoy "A-S"	1 mile east of buoy "A-S"
Minimum passing distance pilotage station		5 cables	5 cables	5 cables	5 cables	5 cables
Minimum passing distance	2 cables Pas van het Zand + port	2 cables	2 cables	2 cables	2 cables	2 cables
Ship status	Oversized Pas van het Zand	Conform NtM	Oversized entire route	Oversized entire route	Oversized entire route	Oversized entire route
Tugs inbound	nihil	3+1 – 255 BP – buoy "SZ" 275 BP with wind ≥ 12 m/s	3+2 – 275 BP – buoy "SZ"	3+2 – 275 BP – buoy "SZ"	3+2– 305 BP – buoy "SZ" berth 616 (head-in) 3(65T)+2(85T)-365BP-buoy "SZ" (as from 5 Bft or > 10 m/s)	3+1 – 210 BP – buoy "SZ" (1+1+2x≥80TBP ≥ 12 m/s)
Tugs outbound	nihil	3 – 190 BP – to breakwater (2+1x≥80TBP with wind ≥ 12 m/s)	3 – 190 BP – to breakwater (2+1x≥80TBP ≥ 12 m/s)	4 – 190 BP – to breakwater	4 – 260 BP – to breakwater	3 – 190 BP – to breakwater (2+1x≥80TBP with wind ≥ 12 m/s)
Maximum wind I/U	< 14 m/s western breakwater	< 14 m/s western breakwater	< 14 m/s western breakwater	< 14 m/s western breakwater	< 12 m/s western breakwater	< 14 m/s western breakwater
Min. keel clearance I/U	15% entire route	15% entire route	15% entire route.	15% entire route.	15% entire route	15% entire route
Min. visibility I/U	1000 m	1000 m	1000 m	1000 m	1000 m	1000 m
Max. tidal current inbound	< 2 knots (> 170 m)	< 1,5 knots	< 1,5 knots	< 1,5 knots	< 1,5 knots	< 1,5 knots
Max. tidal current outbound	nihil	< 2 knots	< 2 knots	< 2 knots	< 1,5 knots	< 2 knots

ATTACHMENT III - Comparison of nautical preconditions

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

ATTACHMENT IV Fireboat 1 water sprayer

Required properties (FiFi-1)

- Minimum number of water monitors: 2
- Minimum spray flow per monitor (m^3/h): 1200
- Minimum number of fire pumps: 1
- Minimum total pump capacity (m^3/h): 2400
- Throw length of each monitor (m): 120
- Throw height of each monitor (m): 45
- Number of hydrants: 4 on each side
- Number of fire-fighting suits: 4

Water sprayer

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

ATTACHMENT V - VHF Sectors

www.vts-scheldt.net/nautical/vhf

ATTACHMENT VI - Swath operability

www.agentschapmdk.be/nl/required-boarding-arrangements-at-wandelaar-pilot-station

ATTACHMENT VII - Operational instructions: Qmax vessels at jetty 2 (Berth 616)

Mooring of Q-Max vessels at Jetty 2 (Berth 616) is only done according to a head-in configuration. The following additional operational instructions apply:

1. Preferably a Q-Max type vessel is moored at jetty 1, jetty 2 can only be used when jetty 1 is occupied. When mooring at jetty 1, no additional measures are required.
2. Use of Full SNMS is always mandatory for this manoeuver.
3. The terminal operator present at the manifold communicates the distances to the manifold to the pilots by communication with the ship's officer (min. level required).
4. The digital panel (on the quay) for displaying the lateral velocity from the bow and stern to the Jetty must be available and readable for both head-out and head-in configurations.

ATTACHMENT VIII - Operational instructions: Qatari Moss 5 spheres vessels at jetty 2 (Berth 616)

The Qatari Moss 5 spheres include the following exhaustive list of vessels:

- Zekreet
- Al Wakrah
- Al Khor
- Al Waybah
- Doha
- Al Zubarah
- Broog
- Al Rayyan
- Al Bidda
- Al Jasra

The following additional measures apply for mooring of the 'Qatari Moss 5 spheres' type vessels at berth 616 (Jetty 2):

- Preferably a Qatari Moss 5 spheres type vessel is moored at Jetty 1, Jetty 2 can only be used when Jetty 1 is occupied. When mooring at Jetty 1, no additional measures are required.
- In the presence of a technical solution to indicate the distance and speed to the 13 m LAT line: The terminal operator present at the manifold communicates the distances to the manifold to the pilot by communication with the ship's officer (min. level required)..
- In the absence of a technical solution to indicate the distance and speed to the 13 m LAT line: PAO (Port Authority Officer) at the 13 m LAT line, he communicates the distances between the stern and the 13 m LAT line to the pilot by direct contact. The terminal operator communicates the distances to the manifold to the pilot by communication with a ship's officer (min. level required)
- Signs for speed indications are clearly visible for this type of vessel
- At all times a full SNMS is provided by the pilots for this type of vessel
- 5 tugs are provided as standard once inside the LNG dock
- The ship is pushed against the fenders 15 m before the final position with 2 tugs (push-pull) and 1 tug centre lead forward. Then the ship is moved 15 m backwards, whereby the mooring lines can be used to gently pull the ship backwards.
- A survey of berth 616 of a maximum of 1 month old is available.
- The ship is plotted to scale on the sounding chart, taking into account the actual situation.
- Mooring plans are drawn up to scale and actual contours of the vessel. The distances from the manifold to the stern and fore ship are clearly stated.
- Pilotage and mooring at rising water (pilotage at LW or 5 hours before HW)
- At all times 1.5% width of the ship as keel clearance once fully moored.
- Before each call, the captain and the ship owner indicate that they accept the applicable conditions and risks. This is done by means of a statement addressed to the pilotage service..
- At least three tugs must be able to sail out in time to assist the large LNG tanker before the 'SZ' buoy. 1 additional tugboat from the passage of the Zeebrugge breakwaters. Another 1 extra tugboat for assistance when the ship is in the LNG dock.

Source: MDK – afdeling Scheepvaartbegeleiding

2026-01/047 PORT OF ZEEBRUGGE: NAUTICAL CONTROL MEASURES

NtM 2025-01/050 cancelled

1. Nautical control measures for container vessels with a loa ≥ 300 m and/or boa ≥ 48 m

1.1 General remarks

- All container vessels to and from the port of Zeebrugge with a loa equal to or longer than 300 m and/or a boa equal to or wider than 48 m, are covered by these nautical control measures.
- All draughts relate to the largest/maximum draught in sea water and are expressed in dm.
- All vessel lengths and vessel widths are expressed in m and relate to the length over all and width over all.
- Wind speeds are based on the average wind speed measured for 10 minutes, according to the meteorological data as measured at the Januskop on the western Zeebrugge breakwater.
- The competent authorities referred to in this text are:
  - VCZB (Verkeerscentrale Zeebrugge - Zeebrugge Traffic Centre))
  - PoAB location Zeebrugge (Port of Antwerp-Bruges location Zeebrugge)
  - DAB Loodswezen (Dienst Afzonderlijk Beheer Loodswezen - Separate Management Service Pilotage)
  - GNA (Gemeenschappelijk Nautische Autoriteit – Common National Authority)
- In view of the safeguarding of safety and optimal coordination of vessel traffic in port, the towing service belongs to the concessionaire.
- The ZCC (Zeebrugge Coordination Centre) is the common workplace where all operational services of the PoAB location Zeebrugge and DAB Loodwezen are centralised.
- All the previous nautical advice on container vessels with a loa ≥ 300 m to and from the port of Zeebrugge, published by the Shipping Assistance Division, will be cancelled.

1.2 Imposed conditions

These regulations apply to all container vessels with a loa ≥ 300 m and/or a boa ≥ 48 m.

1.2.1. Keel clearance

Following minimum keel clearance must be respected during sailing and manoeuvring:

- 15% on the sea stretch
- 12,5% in Pas van het Zand
- 10% in port

1.2.2. Visibility

- For the entire sea stretch, a visibility of at least 1000 m is required.
- VCZB is the competent authority for monitoring the visibility.

1.2.3. Berth availability

- The berth of the inbounding vessel must be available before passing the buoys “VG5/VG6-S2”.
- This does not apply to estuary shipping and inland waterway vessels. These vessel must leave the berth at latest when the inbounding container vessel is passing the “Nieuwe Strekdammen Zeebrugge - Zeebrugge new breakwaters”. This must be coordinated and monitored by Port Control Zeebrugge.

1.2.4. Pilots

1.2.4.1. Container vessels with a loa ≥ 300 m and < 360 m and/or boa < 48 m

One pilot with highest classification

1.2.4.2. Container vessels with a loa ≥ 360 m

Two coastal pilots are required on the entire route, both inbound and outbound. At least one of the pilots has the highest classification. Where a navigation system approved by the waterway authority is present.

1.2.5. Safe and efficient shipping

- The final availability and undisturbed planning of the chain must be confirmed no later than before passing buoys “VG5/VG6 - S2” by Port Control Zeebrugge.
- If this cannot be complied with, the passage to Zeebrugge will be deviate accordingly, e.g. sufficient tug capacity and/or availability of the berth.

- After passing the buoys “VG5/VG6 - S2”, the voyage must be continued in spite of deviating the imposed conditions without compromising safety.

1.3. Advisory conditions

1.3.1. Keel clearance

A keel clearance of 50 cm is advised during the stay in port.

1.3.2. Wind

- Albert II-dok – South quay:
  - Sector NE – S - W: maximum 18 m/s
  - Sector W – N - NE: maximum 14 m/s
- Westerhoofd
  - All sectors: maximum 18 m/s

1.3.3. Container cranes

This is described in a separate procedure in consultation with PoAB location Zeebrugge, DAB Loodswezen and terminal CSP.

1.3.4. Berthing preference

- Albert II-dok – South quay: starboard
- Westerhoofd: port side

1.3.5. Pilot request time according to current and tide windows

Pilot request time:

1. Inbound
   - Inbound at neap and mid tide (HW Zeebrugge ≤ 45 dm to LAT)

Draught	Before HW		After HW	
	From	To	From	To
129	LW	-04:00	-00:20	LW
130 - 134	LW	-04:00	-00:20	LW
135 - 139	LW	-04:00	-00:20	03:20
140 - 144	-05:20	-04:00	-00:20	02:40
145 - 149	-05:00	-04:00	00:20	01:40
150 - 152	-04:20 *	-04:00 *	-00:20	01:00
153 - 159	*	*	-00:20	00:40
160 -162	*	*	-00:20	00:20

   - Inbound at spring tide (HW Zeebrugge > 45 dm to LAT)

Draught	Before HW		After HW	
	From	Tot	From	Tot
129	LW	-04:00	HW	LW
130 - 134	-05:20	-04:00	HW	03:00
135 - 139	-05:20	-04:00	HW	03:00
140 - 144	-05:20	-04:00	HW	01:40
145 - 149	-05:00	-04:00	HW	01:40
150 - 152	-04:20 *	-04:00 *	HW	01:00
153 - 159	*	*	HW	00:40
160 -162	*	*	HW	00:20

2. Outbound**
   - Outbound at neap and mid tide (HW Zeebrugge ≤ 45 dm to LAT)

Draught	Before HW		After HW	
	From	To	From	To
129	LW	-03:00	00:00	LW
130 - 134	LW	-03:00	00:00	LW
135 - 139	LW	-03:00	00:00	04:00
140 - 144	-04:20	-03:00	00:00	03:00
145 - 149	-03:20	-03:00	00:00	02:20
150 - 152	-03:00 *	-03:00 *	00:00	02:00
153 - 159	*	*	00:00	01:00
160 -162	*	*	00:00	00:40

   - Outbound at spring tide (HW Zeebrugge > 45 dm to LAT)

Draught	Before HW		After HW	
	From	To	From	To
129	LW	-03:00	00:20	LW
130 - 134	LW	-03:00	00:20	04:40
135 - 139	-05:00	-03:00	00:20	03:40
140 - 144	-04:00	-03:00	00:20	03:00
145 - 149	-03:00	-03:00	00:20	02:20
150 - 152	-03:00 *	-03:00 *	00:20	01:40
153 - 159	*	*	00:20	01:00
160 -162	*	*	00:20	00:40

* Nautical advice required
** At pilot request time outbound: the gangway must be in stowed position, cargo operations finished, and tugs are present.

1.3.6. Tugs

1.3.6.1. Container vessels with a loa ≥ 300 m and < 360 m and/or boa ≥ 48 m

- Minimum 2 tugs, at least one of the two has minimum 80TBP and the other tug minimum 65TBP

- Albert II-dok – South quay Inbound:
  Wind sector NE-S-W

Draught/ wind speed	Up to and including 8m/s	8-14 m/s	14-18 m/s
Draught ≤ 140 dm	2	2	3
Draught ≤ 140 dm	2	3	3

  Wind sector W-NW-N-NE

Draught/ Wind speed	Up to and including 8m/s	8-14 m/s	14-18 m/s
Draught ≤ 140 dm	2	3	not recommended
Draught ≤ 140 dm	2	3	not recommended

- Albert II-dok - South quay Outbound:
  The number of tugs is ordered by the ship's captain through the agent.

1.3.6.2. Container vessels with a loa ≥ 360 m

- Minimum 2 tugs, at least one of the two has minimum 80TBP and the other tug minimum 65TBP

- Albert II-dok – South quay Inbound:

  Wind sector NE-S-W

	Draught / wind speed	Up to and including 8m/s	8-14 m/s	14-18 m/s
loa ≥360 m en < 399 m				
	Draught ≤ 140 dm	2	3	3
	Draught > 140 dm	2	3	3
loa ≥ 399 m				
	Draught ≤ 140 dm	2	3	3
	Draught > 140 dm	3	3	4

  Wind sector W-NW-N-NE

	Draught / wind speed	Up to and including 8 m/s	8-14 m/s	14-18 m/s
loa ≥360 m en < 399 m				
	Dpg ≤ 140 dm	2	3	not recommended
	Dpg > 140 dm	3	3	not recommended
loa ≥ 399 m				
	Dpg ≤ 140 dm	2	3	not recommended
	Dpg > 140 dm	3	3	not recommended

- Albert II-dok -South quay Outbound:
  The number of tugs is ordered by the ship's captain through the agent.

Source: MDK – afdeling Scheepvaartbegeleiding

2026-01/048 ARRIVAL AND DEPARTURE RULES AND WORKING ARRANGEMENTS FOR ZEEBRUGGE

NtM 2025-01/051 cancelled

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

1. Priority for nautical reasons, i.e. ships for which a current and tide window applies.
2. Priority for passenger ships, excluding accompanied truck transport.
3. Priority for nautical reasons, namely:
   - ships for which a current window applies, or
   - ships for which a tidal window applies,

   Priority A: container ships
   Priority B: car carriers
   Priority C: LNG ships

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

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

Ships not piloted and/or tugs will be exempted from these traffic rules to the greatest extent possible.
Ships that are not ready for departure at the specified time lose their priority in terms of pilotage, tugs and lock planning.

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

Source: MDK – afdeling Scheepvaartbegeleiding

2026-01/049 BELGIAN DGNSS STATION

NtM 2025-01/052 cancelled

From “IALA World DGNSS station list”:

Table of DGNSS Stations			**Country: BELGIUM**				**Date of issue: January 2002 Date of last update: September 2018**				
Station name	Identification Numbers		Geographical Position Latitude Longitude (WGS84)	Nominal range		Station in operation	Integrity Monitoring	Transmitted message types	Freq. (kHz)	Bit Rate (bps)	Remarks
	Reference Stations	Transmitting Station		km	at (µV/m)						
Oostende	640	420	51° 14’ 19” N 002° 55’ 52” E	220	50	Yes	Yes	1 3 7 9 16 27	312	200	

Source: MDK - afdeling Scheepvaartbegeleiding

2026-01/050 SPECIAL PROTECTION ZONES AND SPECIAL NATURE PRESERVE ZONES

NtM 2025-01/053 cancelled

The KB of 22 May 2019 establishing the marine spatial plan for the period 2020 until 2026 in the Belgian sea areas confirms the establishment of 3 special protection zones for birds and 2 special nature preserve zones:

1. The special protection zones

1. a zone off Koksijde, named **SBZ 1** (European code BEMNZ0002), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:
   1. 51°06,725'N 002°35,829'E
   2. 51°07,761'N 002°32,323'E
   3. 51°12,560'N 002°30,843'E
   4. 51°13,531'N 002°39,062'E
   5. 51°08,973'N 002°41,900'E

   When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to article 5 of the Law of the Sea Convention and in its direction, is extended up to the baseline.

2. a zone off Oostende, named **SBZ 2** (European code BEMNZ0003), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:
   1. 51°12,610'N 002°51,430'E
   2. 51°14,280'N 002°51,310'E
   3. 51°14,800'N 002°45,280'E
   4. 51°21,300'N 002°49,440'E
   5. 51°20,030'N 002°57,400'E
   6. 51°17,740'N 002°59,390'E
   7. 51°16,180'N 002°55,120'E
   8. 51°14,760'N 002°56,480'E

   When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to the convention, and in its direction, is extended up to the baseline.

3. a zone off Zeebrugge, named **SBZ 3** (European code BEMNZ0004), bounded by the baseline, as included in the official Belgian chart on a large scale, and a line joining the following coordinates:
   1. 51°19,472'N 003°08,623'E
   2. 51°21,107'N 003°16,399'E
   3. 51°22,700'N 003°15,080'E
   4. 51°23,850'N 003°10,380'E
   5. 51°21,730'N 003°04,000'E
   6. 51°20,688'N 003°04,790'E

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to article 5 of the Law of the Sea Convention and in its direction, is extended up to the baseline.

In the special protection zones, the following activities are only permitted if a Natura 2000 authorization has been obtained:
- civil engineering activities;
- industrial and commercial activities.

In “SBZ 1” and “SBZ 2”, the following activities are prohibited in the period from 1 December until and including 15 March, in accordance with Article 7, § 7, of the KB of 22 May 2019 establishing the marine spatial plan for the period 2020 until 2026 in the Belgian sea areas::

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

Shipping is allowed.

2. Special nature preserve zones

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

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

When one of the outer line segments of the above-defined line shows no intersection with the baseline, then this line segment, according to article 5 of the Law of the Sea Convention and in its direction, is extended up to the baseline.

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

In these area, activities can take place that:

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

Shipping is allowed in the special nature preserve zones.

Source: FOD Volksgezondheid - Dienst Marien Milieu

2026-01/051 SUBMARINE CABLES AND PIPELINES

NtM 2025-01/054 cancelled

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

Concerning the serious disturbances in connection or supply, which might result in case of damage, the very high repair costs, and in some case potential danger of life, all precautions must be taken to avoid anchoring and trawling at or close to submarine pipelines, even when there is no specific ban on the chart.

In order to avoid the risk of damaging submarine electricity cables as much as possible, a protected area of 500 m is created, 250 m on either side of the cable. It is not allowed to drop any anchor in that area, even when there is no specific prohibition on the chart. Other activities, except for the installation of another cable in accordance with the stipulations of the KB dated 12 March 2002, such as trawling, can only take place if these activities do not create any risks for the electricity cable.

2. Potential dangers resulting from the rupturing of cables or pipelines in order to clear anchors or fishing gear

Certain cables are high voltage cables, and can create a serious danger of life or as a minimum the risk of serious burns in case such cables are ruptured.

When a vessel breaks down because of a submarine cable, the anchor or the fishing gear must be cut and sacrificed without any attempt to chop the submarine cable, while taking all precautions and avoiding any risk of damaging the cable.

Exaggerated force exercised on a pipeline can result in rupturing or tearing. In the case of a gas pipeline, the sudden gas escaping at high pressure might resemble an explosion, and can cause not only serious damage but also result in immediate and serious danger of fire or even loss of the vessel and human lives.

When a vessel breaks down due to a pipeline, the anchor or the fishing gear must immediately be cut and sacrificed without undertaking any attempt to clear the anchor or fishing gear.

With the goal of striving for greater protection of submarine cables and pipelines, and in order to avoid very expensive repair works, interruption of connections or of supply, the mariners', and especially the fishermen's, special attention is drawn to Article 7 of the Law dated 18 April 1885, concerning the approval of the International Convention on the protection of submarine telegraph cables, and to the procedure concerning obtaining indemnity for loss or sacrifice of anchors or fishing gear. Article 29 of the International Convention on the High Sea, realized in 1958 in Geneva, has expanded the bearing of Article VII of the 1884 Convention (telegraph cables) to all submarine cables and pipelines. The 1982 Law of the Sea Convention, as ratified by the Law dated 18 June 1998, adopted these provisions, and lays down that:

Article 115 - Indemnity for loss incurred in avoiding injury to a submarine cable or pipeline
Every State shall adopt the laws and regulations necessary to ensure that the owners of ships who can prove that they have sacrificed an anchor, a net or any other fishing gear, in order to avoid injuring a submarine cable or pipeline, shall be indemnified by the owner of the cable or pipeline, provided that the owner of the ship has taken all reasonable precautionary measures.

Source: FOD Economie

2026-01/052 OCEANOGRAPHIC AND COMPARABLE STATIONS

NtM 2025-01/055 cancelled

More and more stations floating at sea, anchored or tied down, are being laid out for scientific or experimental observations (oceanographic and meteorological), or for commercial purposes (for example drilling rigs). These may be buoys, masts, poles as well as manned and unmanned towers or platforms.

Such stations are often close to shore or near shipping routes. When in collision with a vessel they may take heavy damage, or cause heavy damage to the ship. In order to facilitate their identification they are always painted in a clearly visible and special manner and equipped with both visual and sound signals that are as different as possible from the navigation signals that are otherwise to be expected in the area. These special marks and signals will be announced to mariners in timely fashion in the usual manner.

Mariners are strongly advised to always consult the latest reports about such stations or installations, to update their sea charts precisely and to use landing charts on a large scale if their voyage route should bring them in the vicinity of one of these stations or installations. It should also be noted that floating or anchored stations are sometimes equipped with a long cable attached to precious instruments. As with other navigational obstacles, mariners are advised to sail past these stations at a safe distance.

Source: MDK, FOD Economie

2026-01/053 SAFETY ZONES TO PROTECT OFFSHORE INSTALLATIONS

NtM 2025-01/056 cancelled.

1. According the 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, lading places for tankers and seabed installations including underwater drilling heads.

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

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

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

4. Belgium's territorial sea and EEZ includes, inter alia, the following safety zones:

   - The safety zone of Windfarm Zone 1 East (which includes the Belwind, C-Power A, C-Power B, Northwind, Rentel, Norther, Northwester 2, Mermaid en Seastar wind farms) is bounded by the following coordinates:
     51°32,66'N 003°05,56'E
     51°33,05'N 003°04,81'E
     51°44,69'N 002°45,36'E
     51°44,11'N 002°42,44'E
     51°42,30'N 002°41,84'E
     51°39,13'N 002°44,78'E
     51°38,01'N 002°47,14'E
     51°36,97'N 002°47,74'E
     51°35,77'N 002°50,36'E
     51°35,19'N 002°53,01'E
     51°34,05'N 002°55,01'E
     51°32,84'N 002°52,36'E
     51°29,04'N 002°58,32'E
     51°30,51'N 003°02,68'E

   - The safety zone of the energy platform OSY-OS1ST is bounded by:
     a circle with centre 51°34,94'N 002°52,12'E and radius 515 m

   - The safety zone of the scientific research platform RT1 is bounded by:
     a circle with centre 51°14,78'N 002°55,16'E and radius 220 m

   - The safety zone of the Seafarm Westdiep is bounded by the following coordinates:
     51°10,74'N 002°38,01'E
     51°09,87'N 002°38,60'E
     51°09,61'N 002°37,72'E
     51°10,50'N 002°37,12'E

   - The safety zone of the PEI (Princess Elisabeth Island) is bounded by the following coordinates:
     51°31,59'N 002°28,55'E
     51°32,53'N 002°29,69'E
     51°31,82'N 002°31,21'E
     51°30,87'N 002°30,06'E

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

2026-01/054 MINIMUM REQUIREMENTS FOR CERTAIN TANKERS THAT WISH TO SAIL TO A BELGIAN PORT

NtM 2025-01/057 cancelled

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

Source: FOD Mobiliteit en Vervoer

2026-01/055 REPORTING DANGEROUS SUBSTANCES TO THE GNA

NtM 2025-01/058 cancelled

Article 1

1. The Master of a seagoing vessel, loaded with or empty with dangerous substances, as referred in Attachment 1 of the Shipping Regulations Western Scheldt 1990, reports this to the GNA.
2. The Master of a seagoing vessel that has a LNG system on board, reports de presence of this system to the GNA.
3. The reports mentioned in paragraphs 1 and 2 must be made:
   a. at least twenty-four hours before arrival in the management area of the GNA, or
   b. if the destination is known upon departure from the previous port, and the travelling time is less than twenty-four hours, not later than the time at which the vessel is leaving the previous port, or
   c. in case the destination was not yet known upon departure from the previous port or is changed during the voyage, as soon as it is known but not later than the time of entering the Dutch territorial sea.

Article 2

The report, as referred to in Article 1, must be carried out using the reporting form as appended to the present Announcement, and must be sent to the GNA at fax number +31 (0)118 47 25 03 or to the e-mail address IMOlading@VTS-Scheldt.net.

Article 3

The GNA will consider a report of dangerous substances, received from the port authorities through the Central Broker System, as a report that is in accordance with Article 1.

Article 4

The captain of an inland vessel, convoy or tanker that is entering the control area of the GNA for the first time during a certain voyage, reports his dangerous substances in an electronic way. This report must be carried out according to what is applicable to Navigation on the Rhine and has been laid down by the Central Commission for Navigation on the Rhine.

Reporting form

Reporting of cargo information data of vessels loaded with or emptied of dangerous substances to the Common Nautical Authority:
The vessels mentioned in the introduction must, before entering the management area of the Common Nautical Authority, report the following information:

Vessel information:

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

Route:

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

Cargo information:
Information about the cargo or about the cargo of which the vessel is emptied.
Denominations of the dangerous substances * Un.no or MARPOL category.

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

Vessel is gas-free:
In case a tanker vessel is in possession of a gas-free certificate of the Dutch or Belgian gas expert, then report that the vessel is declared gas-free by the gas expert, and transmit the corresponding certificate.

*Dangerous substances
are substances covered by the prescriptions of:
- The GC-Code;
- The IGC-Code;
- The EGC-Code;
- The BCH-Code;
- The IBC-Code;
- The IMDG-Code;
- Group B of the BC-Code;
- Attachment I of the MARPOL;
- Attachment II of the MARPOL;
- Attachment III of the MARPOL.

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

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

2026-01/056 TRANSPORT OF DANGEROUS SUBSTANCES WITH GAS TANKERS INSIDE THE GNB WORKING AREA

NtM 2025-01/059 cancelled

The following prescriptions are laid down:

Article 1 Definition of Terms

a. Clearance
The positive outcome (permission) of the decision made by the GNA.

b. Gas Expert
A person who is in possession of a certificate of competence with regard to expertise in gas and which was issued by a certified institution recognised as such in Belgium or the Netherlands.

c. GNB
Common Nautical Management, the body jointly responsible in Flanders and the Netherlands for nautical management in the Scheldt River area (Article 1(j) of the GNB Treaty: Treaty Series, Volume 2005 No. 312).

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

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

f. Voyage Plan IMO2 Gas Tanker
A gas carrier that satisfies the conditions set out in Table 1 "Categorisation of Seagoing Gas Tankers".
The GNA determines, following the provision in writing of specific data with regard to the Gas Tanker by the commander of the gas carrier ship or his deputy, whether or not the Gas Carrier is indeed a Voyage Plan IMO 2 Gas Tanker.

Table 1: Categorisation of Seagoing Gas Tankers.

Stofnaam	Proper Shipping name (UNnr.).	Voyage plan IMO 2 Gas Tanker	Not a Voyage plan IMO 2 Gas Tanker
*Chloor	**Chlorine** (1017)	The Capacity of the largest cargo tank is 600 m^3 at maximum and the collective Loading Capacity of all tanks is less than 1200 m^3.	May only be transported subject to the express permission of the GNA (See Article 2(c)).
*Zwaveldioxide	**Sulpher Dioxide** (1079)		
Ethyleenoxide	**Ethylene Oxide** (1040)	The Capacity of the largest cargo tank is 1000 m^3 or more, and/or the collective Load Capacity of all tanks is 5000 m^3 or more.	The Capacity of the largest cargo tank is less than 1000 m^3, and the collective Load Capacity of all tanks is less than 5000 m^3.
Methyl Bromide	**Methyl Bromide** (1062)		
Aceetaldehyde	**Acetaldehyde** (1089)	The Capacity of the largest cargo tank is 1500 m^3 or more, and/or the collective Load Capacity of all tanks is 7500 m^3 or more.	The Capacity of the largest cargo tank is less than 1500 m^3, and the collective Load Capacity of all tanks is less than 7500 m^3.
Ammoniak, watervrij	**Ammonia, anhydrous** (1005)		
Ethylchloride	**Ethyl Chloride** (1037)		
Methylchloride	**Methyl Chloride** (1063)		
Dimethylether	**Dimethyl Ether** (1033)		

Table 1: Categorisation of Seagoing Gas Tankers.			
Stofnaam	**Proper Shipping name (UNnr.).**	**Voyage plan IMO 2 Gas Tanker**	**Not a Voyage plan IMO 2 Gas Tanker**
*Dimethylamine, watervrij	**Dimethylamine, anhydrous** (1032)		May only be transported subject to the express permission of the GNA (See Article 2(c)).
Butaan	**Butane** (1011)	The Capacity of the largest cargo tank is 3000 m^3 or more and/or the collective Load Capacity of all tanks is 15000 m^3 or more.	The Capacity of the largest cargo tank is less than 3000 m^3, and the collective Load Capacity of all tanks is less than 15000 m^3.
Mengsel van Koolwaterstofgassen, vloeibaar gemaakt N.E.G. [Butaan/ Propaan-mengsels]	**Hydrocarbon Gas Mixture, Liquefied N.O.S.** [Butane-propane mixture] (1965)		
Butadieen	**Butadienes Stabilized** (Or butadienes and hydrocarbon mixture, stabilized with more than 40% Butadienes;) (1010)		
Butylenen	**Butylene** (1012)		
Ethaan	**Ethane** (1035/ 1961)		
Ethyleen / Etheen	**Ethylene** (1962 / 1038)		
Methaan	**Methane** (1972)		
Methylacetyleen / Propadieenmengsels	**Methyl Acetylene and Propadiene mixtures, stabilized** (1060)		
Propaan	**Propane** (1978)		
Propyleen / Propeen	**Propylene** (1077)		
Vinylchloride	**Vinyl Chloride, stabilized** (1086)		
C4 / Petroleumgassen	**Petroleum Gasses, Liquefied** (1075)		
Stikstof	**Nitrogen,** (1066/1977)		
Koolstofdioxide	**Carbon Dioxide** (2187)		

Table 1: Categorisation of Seagoing Gas Tankers.			
Stofnaam	**Proper Shipping name (UNnr.).**	**Voyage plan IMO 2 Gas Tanker**	**Not a Voyage plan IMO 2 Gas Tanker**
Dichloor-difluormethaan	**Dichloro-difluoromethane** (1028)	Under all circumstances No sailing plan IMO 2	
Dichloormonofluor-methaan	**Dichloro-fluoromethane** (1029)		
Dichloor-tetrafluorethaan	**1,2-Dichloro-1,1,2,2-tetrafluoroethane** (1958)		
Monochloor-difluormethaan	**Chloro-difluoromethane** (1018 koel-gas R22)		
Monochloor-tetrafluorethaan	**1-Chloro-1,2,2, 2-tetrafluoroethane** (1021)		
Monochloor-trifluormethaan	**Chlorotrifluoro-methane** (1022)		

Article 2 General

a. Application

The regulations stated here apply to Gas Carriers loaded with or empty of hazardous substances in liquid form as described in the:

- GC Code (Gas Carrier Code, see RVGZ Article 1(f))
- IGC Code (International Gas Carrier code, see RVGZ Article 1(h))

b. Scope

The GNB management area. The regulations as set out in the "Nautical Control Measures 001 - 2018 LNG procedures for ships entering and leaving Zeebrugge ("Nautische Beheersmaatregelen 001-2018 LNG procedures Op- en afvaart Zeebrugge") also applies to all LNG ships coming from or headed for Zeebrugge.

c. Liquefied gases that may not be transported in tankers

The carriage of hazardous substances as referred to in Article 15(2) of the RVGZ in tankers is prohibited (see Table 2 "Liquefied gases that may not be transported in tankers". Source: RVGZ: Attachment 2 for Article 15(2))

Tabel 2:

Table 2: Liquefied gases that may not be transported in tankers.	
Stofnaam	**Proper shipping name (Unnr.) :**
Chloor	Chlorine (1017)
Dicyaan	Cyanogen (1026)
Dimethylamine, watervrij	Dimethylamine, anhydrous (1032)
Waterstofbromide, watervrij	Hydrogen Bromide, anhydrous (1048)
Waterstofchloride, watervrij	Hydrogen Chloride, anhydrous (1050)
Waterstofsulphide (zwavelwaterstof)	Hydrogen Sulphide (1053)
Methylamine, watervrij	Methylamine, anhydrous (1061)
Distikstoftetroxide	Dinitrogen Tetroxide / Nitrogen Dioxide (1067)
Nitrosylchloride	Nitrosyl Chloride (1069)
Fosgeen	Phosgene (1076)
Zwaveldioxide	Sulphur Oxide (1079)
Chloortrifluorethyleen	Trifluorochloroethylene, stabilized (1082)
Trimethylamine, watervrij	Trimethylamine, anhydrous (1083)
Cyaanchloride	Cyanogen Chloride, stabilized (1589)
Arseenwaterstof	Arsine (2188)
Dichloorsilaan	Dichlorosilane (2189)
Germaanwaterstof	Germane (2192)
Wolfraamhexafluoride	Tungstun Hexafluoride (2196)
Waterstofjodide	Hydrogen Iodide, anhydrous (2197)
Fosforwaterstof (fosfine)	Phosphine (2199)

Table 2: Liquefied gases that may not be transported in tankers.	
Stofnaam	**Proper shipping name (Unnr.) :**
Waterstofselenide, watervrij	Hydrogen Selenide, anhydrous (2202)
Carbonylsulfide	Carbonyl Sulphide (2204)
Zwaveltetrafluoride	Sulphur Tetrafluoride (2418)
Methylchloorsilaan	Methylchlorosilane (2534)
Antimoonwaterstof (stibine)	Stibine (2676)

d. Deviations from Article 2(c) Liquefied gases that may not be transported in tankers
The hazardous substances in Table 2 (highlighted in yellow) Chlorine, Dimethylamine (water-free) and Sulphur Dioxide (for a classification of the hazards, see Table 1, substance name marked with a *) may only be transported subject to the explicit permission of the GNA. The GNA can impose operational regulations on the carriage of the substances stated in this article (RVGZ Article 15(3)).

e. Gas-free statement
A Gas Tanker will no longer be subject to these regulations if the Gas Tanker has a statement to this effect provided by a Gas Expert.

Article 3 Regulations for all Gas Tankers

a. It must be certain that there is no dangerous overpressure in the tanks and that no gases will be released into the open air (the captain of the gas tanker should report this).
b. Subject to the permission of the GNA, tanker vessels may not perform any loading or other operations in which cargo fumes are released into the open air, neither during its voyage through the GNB management area nor while at anchor within the GNB management area.
c. The aforementioned activities under Article 3(b) must have been terminated by the time the vessel has arrived from the sea and when approaching the pilot station, and no later than by the time the vessel has reached the pilot area.
d. Any exceptional information and deviations with regard to the condition of the vessel or the cargo that can impact safety must be immediately reported to the GNA.
e. A competent pilot must be on board unless the gas tanker has been granted dispensation with regard to the presence of a competent pilot on board pursuant to or by virtue of a statutory regulation in relation to "Shore Based Pilotage (LOA) in Storm Pilotage" (see the relevant Joint Notification)
f. If the vessel is anchored in the GNB management area someone must be on board to keep uninterrupted watch by listening to the marine VHF radio channel designated by or on behalf of the competent authority and who is able to answer calls from or on behalf of the competent authority.
i. Loading and unloading of Gas Tankers on the Ghent-Terneuzen Canal
   - **Maritime reports:**
     All gas tankers loading or unloading ammonia at a berth on the Ghent-Terneuzen Canal, regardless of whether they are seagoing or inland vessels, must report the start and end times of its loading or unloading operations to the Terneuzen Traffic Centre on maritime VHF 11.
   - **Information from the Terneuzen traffic Centre:**
     The Terneuzen Traffic Centre will keep all maritime traffic informed of all vessels loading ammonia via VHF 11.
   - **Vessel speed:**
     In the interest of safety, and considering that the berth is situated very close to the Ghent-Terneuzen Canal, all maritime traffic must adjust its speed when passing such a vessel.

Article 4 Regulations for "Voyage Plan IMO 2 Gas Tankers"

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

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

B. Clearance
b1. A Voyage Plan IMO 2 vessel must have obtained Clearance prior to commencing its journey through the GNB area and throughout the entire duration of this journey.
b2. This Clearance can be revoked at all times.
b3. The sole authority to give and revoke Clearance is the GNA.

C. Sailing prohibited / interrupted journey

c1. Poor visibility:
A Voyage Plan IMO 2 Gas Tanker is prohibited from sailing if:
- c1a. Visibility is less than 1000 m on the inbound route for vessels coming from the sea, up to the De Nolle - Nieuwe Sluis line (coast line, Ships Act, Article 1(a)); or
- c1b. Visibility is less than 2000 m on the upstream route, from the De Nolle - Nieuwe Sluis line (coast line, Ships Act, Article 1(a)) up to and including Antwerp or Ghent).

c2. If a Voyage Plan IMO 2 Gas Tanker has Clearance and visibility is poorer than the conditions stated under c1, the GNA will determine, in consultation with the commander/pilot of the gas tanker, whether or not the journey will be interrupted by laying at anchor, or if the journey can be continued.

c3. If the voyage of a Voyage Plan IMO 2 Gas Tanker is interrupted for whatever reason, the ship must be anchored at an (emergency) anchorage designated by the GNA.

D. Route for Voyage Plan IMO 2 Gas Tankers

d1. For the Sea Stretch via de Wandelaar:
The route along Vaargeul-1 or A1 and the Scheur and the main fairway must be followed by both inbound and outbound vessels. The preferred route for inbound vessels is via A1 and that for outbound vessels is via Vaargeul-1, but deviations can be made depending on the (anticipated) traffic situation. The vessel must report its intended route and whether or not any deviations will be made from the route as stated above.

d2. For the Sea Stretch via the Steenbank (the "West round route"):
The Steenbank route along Westpit, Rabsbank, the NEA, the Scheur (via Buoy S4) and the main fairway must be followed by both inbound and outbound vessels.

d3. Precautionary Area:
Considering that manoeuvring Voyage Plan IMO 2 Gas Tankers in the precautionary area must be restricted to a minimum:
- compass compensation and similar manoeuvres in which the precautionary area must be crossed several times are prohibited;
- two (2) or more Voyage Plan IMO 2 Gas Tankers are prohibited from simultaneously switching pilots on the Flushing Roads.

d4. The river stretch:
Upstream of Flushing the main fairway must be followed and encounter or overtaking manoeuvres by "Voyage Plan IMO 2 Gas Tankers" in de Pas van Borssele and Bocht van Bath are prohibited with the following vessels:
- special and extraordinary transports
- oversized ships
- Voyage Plan IMO 2 Gas Tankers

E. Reporting and communication procedure for Voyage Plan IMO 2 Gas Tankers

e1. To distinguish a Voyage Plan IMO 2 Gas Tanker from a regular gas carrier, the classification "IMO2" will be used after the name of the vessel in all communication on VHF channels.

e2. In addition to the customary information with regard to the various report points, incoming vessels also report the time at which the vessel passes Buoy "S3" (the buoy Scheur 3).

e3. In addition to the customary information with regard to the various report points after passing Flushing, departing vessels bound for de Wandelaar must also report the time at which the vessel passes Buoy "S4" (the buoy Scheur 4).

F. Voyage Plan

f1. A voyage plan must be drawn up and followed.

f2. A copy of the voyage plan must be submitted for inspection to the GNA on demand.

Article 5 Final provisions

The GNA can, in relation to safety, if reasonableness and fairness so suits, taking into account all relevant interests, deviate from these regulations and guidelines.

Source: GNA Bass 050-2018, GB 01-2018, Bass 043-2023

2026-01/057 GNB AREA: REGULATIONS FOR TANKERS THAT REQUIRE A PILOT OR ARE UNDER PILOTAGE

NtM 2025-01/060 cancelled

1. Requirements

1.1. Without the permission of the GNA, tankers may not perform any cargo related operations that may cause gas or vapour from the tanks to be freed into the open air during the voyage within the GNB area, nor while at anchor within the GNB area. Venting, drying or inerting of gasfree tanks in order to make or keeping the tanks ready for receipt of cargo is however permitted, unless the ship is (dis)embarking the pilot in which case it is also forbidden. It is the responsibility of the commander to communicate to the GNA in written (gna-scc@vts-scheldt.net) that the operations only concern gasfreed tanks. In the event of such operations, these operations will be stopped well in advance before the pilot(s) will (dis)embark. In addition, the ship will demonstrate to the pilots, when they are boarding, that the situation is safe by means of for instance an appropriate personal gas detector.
1.2. The drip trays must be empty of cargo residue (in order to avoid the formation of gas from cargo residues).
1.3. On arrival from sea and when approaching the pilot station, and no later than on arrival in the pilot area, the aforementioned activities under art. 1.1 have to be terminated. The drip trays must also be empty of cargo residue, in order to avoid the formation of gas (art. 1.2).
1.4. The port authorities are responsible for enforcing the applicable law within their area.

2. Procedure for inbound tanker vessels when approaching the pilot station in the offshore pilot area

2.1. If a tanker carries out the activities mentioned in art. 1.1, then this has to be reported to the VTS station on the first notification.
2.2. If the vessel is carrying out the activities mentioned under art. 1.1, on the first notification with the VTS station, the tanker will be requested to terminate said activities.
2.3. On the second notification with the VTS station, a confirmation will be requested from the tanker as to whether the activities mentioned under art. 1.1 have been terminated and whether the drip trays are empty from cargo residue.
2.4. If the vessel gives a positive (affirmative) answer, then the tanker will be referred to the pilotage service to be piloted.
2.5. If the vessel replies negative, then the vessel will not receive a pilot, but referred to an anchorage near the pilotage station, or the vessel must navigate outside the pilotage area in order to complete/terminate its activities.
A new pilot order must be made.
2.6. If (after art. 2.5) when putting a pilot on board of the tanker in the pilotage area, the pilot vessel or pilot finds out that gases are still being released by the tanker, then the tanker will not receive a pilot but will be referred to the VTS station and the procedure under art. 2.5 will be implemented.
2.7. These measures will remain in force until the problems have been solved and the tanker is in the aforementioned situation "1. Requirements" and has permission to continue its voyage.

3. Procedure for tankers under pilotage navigating in the GNB area

3.1. During the voyage through the GNB area, a vessel under pilotage may not carry out the activities mentioned under art. 1.1 except with the explicit permission of the GNA.
3.2. If the vessels crew or the pilot on board a tanker discovers that gases are escaping from the cargo, then the GNA must be notified immediately through the traffic centre of the VTS area where the tanker is located on the prescribed VHF channel of the MFBI.
3.3. The GNA will take measures after consultation with the respective pilotage service.
3.4. The measures will remain in force until the problems have been solved and the tanker is in the aforementioned situation "1. Requirements" and has permission to continue its voyage.

4. Consequences for tankers that do not comply with the requirements mentioned under art. 1 stated requirements

4.1. The tankers will not receive a pilot at the pilotage stations and will not be allowed to continue their joumey. This may cause tankers to be delayed.
4.2. During the voyage in the GNB area, tankers may be referred to an anchorage or redirected to open sea (this can also be an anchorage area near one of the pilotage stations).
4.3. Previous pilot orders will be charged in accordance with the requirements for Pilotage charging rates.

Source: GNA Bass 015-2019

2026-01/058 REPORTING PROCEDURE TO THE MRCC IN CASE OF SHIPPING INCIDENTS

NtM 2025-01/061 cancelled

On the basis of article 43 of the Decree dated 16 June, 2006 concerning the assistance of shipping on the maritime access fairways and the organization of the Maritime Rescue and Coordination Centre, and the articles 4, 5 and 6 of the Decree of the Flemish Government dated 26 October, 2007 concerning the Maritime Rescue and Coordination Centre, the procedure has been laid down for reporting to the MRCC in case of shipping incidents.

The commander sailing inside the search and rescue area must immediately report to the MRCC, that acts as a permanent reporting point:

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

2° any accident affecting the safety of the vessel and its crew;
This implies every collision or running aground of his vessel, damage, defect or failure to his vessel, intruding water or shifting cargo, all hull deficiencies or weakening of the construction, loss of cargo, loss of rescue equipment.

3° any accident affecting the safety of shipping;
Included is every incident, such as deficiencies, which can affect the manoeuvrability or navigability of the vessel, failures to the propulsion system or the steering system, the power sources, the navigation or communication equipment.

4° any situation that can result in the pollution of the waters and the coast;
This is every discharge or risk of discharge of hazardous or polluting substances in sea, every spot of hazardous or polluting substances, containers or packed goods observed floating at sea.

5° any substance floating in sea or any object floating in sea which does not belong there.

The incidents must be reported to the MRCC:
a) either on VHF 16,
b) or on VHF 67,
c) or by telephone at the telephone number +32 (0)59 70 10 00 or +32 (0)59 70 11 00.

The search and rescue area includes:

1° the territorial sea;
2° the exclusive economic zone, abbreviated EEZ;
3° the sea area located between the low water line from the coast or from the low water drying heights situated within twelve nautical miles from that low tide line, or from the ends of the permanent harbour constructions which extend beyond the low water line, and the high water line.

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

2026-01/059 SAR COOPERATION PLANS - MSC/CIRC. 1079 - BELGIUM

NtM 2025-01/062 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:

Management MRCC Ostend
Maritiemplein 3
8400 Ostend
Belgium
administration.mrcc@mow.vlaanderen.be

Source: MDK - afdeling Scheepvaartbegeleiding - MRCC

2026-01/060 ANCHORING OF DAMAGED VESSELS AFTER AN INCIDENT

NtM 2025-01/063 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 GNA, more specifically the Head Traffic Leader of the Water district Western Scheldt and the Nautical Service Chef of the agency for Maritime and Coastal Services. These vessels generally must first anchor at a position designated by the GNA and more specifically the persons mentioned in the above sentence, where an investigation will take place to establish the nature of the damage.

Source: GNA Bass 074-2005, GB 03-2005

2026-01/061 FIRING PRACTICE IN THE AREA LOMBARDSIJDE: GENERAL REGULATIONS

NtM 2025-01/064 cancelled

1. Firing practice and exercise areas

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

1. Small area
The danger zone is an area with a 2,5 nautical mile radius around the Nieuwpoort lighthouse as its centre, bordered by the bearings 114° from the Nieuwpoort lighthouse and 191° from the former water tower of Westende (position 51°10,14'N - 002°46,62'E).

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

3. Large area
The danger zone is an area with a 12 nautical mile radius with the same centre and borders as in 2.

2. Signalization

The following signals will be hoisted to the top of the mast, placed in position 51°09,29'N 002°44,15'E on 350 m WSW of the water tower of Nieuwpoort. For the firing practices that are done:

1. In the small area
A square red flag with a red circular signal on top.

2. In the medium area
A square red flag with two red circular signals on top.

3. In the large area
A square red flag with three red circular signals on top.

The signals will be pulled down during interruptions and after completion of the artillery practice. In addition a signalization panel, which is located to the right of the exit of the port shipping lane NIEUWPOORT, will be made visible during firing practice.
The panel will show the following information:

GEVAAR-DANGER
ZEEWAARTSE SCHIETOEFENINGEN
INFO VHF 74 C/S:SN

SN (Sierra November) is the callsign of the artillery sector NIEUWPOORT and the working frequency is VHF 74. The radio station is manned during artillery practice between 0800 h and 1600 h. At the end of the artillery practice the text on the panel will be made invisible.

Source: Ministerie van Defensie - Nieuwpoort

2026-01/062 NIEUWPOORT: SEAWARD FIRING PRACTICE - SMALL, MEDIUM AND LARGE AREA

NtM 2025-01/065 cancelled

Normally speaking NO firing practice is planned on air and/or sea targets and shipping is free:
- on ALL Saturdays, Sundays and bank holidays
- from 16 to 22 February 2026
- from 06 to 19 April 2026
- 01 May 2026
- 14 and 15 May 2026
- 25 May 2026
- from 15 June to 15 September 2026
- from 25 October to 02 November 2026
- from 02 to 08 November 2026
- 11 November 2026
- from 21 December 2026 to 03 January 2027

For the daily schedule of the firing practice, outside the periods listed above, shipping is requested to consult the MSI of the MRCC Ostend. All shipping activity is prohibited in the activated sector during firing practice. To improve the information towards the various users (pleasure shipping, sailing clubs, fishing, etc.) the Ministry of Defence will make more detailed information available on its website for the areas and the limitations for shipping that follow from it available on the website: www.mil.be/nl/agenda/militaire-oefeningen/

This information will be updated on a daily basis.
It is also possible to contact the firing range in Nieuwpoort by phone at +32 (0)58 23 64 60.

Source: Ministerie van Defensie - Nieuwpoort

2026-01/063 NORTH SEA: BELGIAN NATIONAL EXERCISES AREA FOR MILITARY USE (BNOM)

NtM 2025-01/066 cancelled

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

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

This area can be used by the navy for shooting exercises at sea to floating targets.
The exercises are announced by means of an MSI prepared by the MRCC.
In principle, no prohibition of navigation is required during shooting practices.
The firing vessel chooses a sector which is free of shipping.

Source: Ministerie van Defensie - Marinecomponent

2026-01/064 ZONE FOR THE DESTRUCTION OF EXPLOSIVES

NtM 2025-01/067 cancelled

a. Use

This zone is used by vessels of the Naval Forces for the destruction of explosives (ammunition, mines, ...) found at sea.
If necessary, destruction can also be carried out at other locations.
The naval ships involved are mine-fighting units or patrol ships possibly assisted by Rhibs.
Moreover, the destruction zone is used by DOVO, if they need to destroy an ammunition or for exercises.
If the mines have to be moved, they would keep the movement of the munitions as short as possible (usually with balloon in tow). The movement is restricted until the safety distances are reached.

b. Description

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

Source: Ministerie van Defensie - Marinecomponent

2026-01/065 BELGIAN COASTAL: ZONES FOR MINE LAYING, MINE DETECTION AND MINE SWEEPING PRACTICE

NtM 2025-01/068 cancelled

Within the framework of practice areas for mine laying and mine sweeping in the North Sea, the Channel and the waters surrounding the British Isles, following zones are situated on the Belgian Continental Shelf:

1. Zone NB-01 (Westhinder)
- 51°28,85'N 002°44,92'E
- 51°26,75'N 002°44,92'E
- 51°26,75'N 002°35,52'E
- 51°28,85'N 002°35,52'E

This area is used throughout the entire year by different types of vessels of the Belgian Navy for individual or group practice.
The area is used in particular by mine sweeping vessels as **deep water zone** for the use of sonar, remotely controlled underwater vehicles and divers.

Note: most vessel movements will extend themselves to the area described under NtM 2026-01/064.

2. Zone NBH-10 (Wenduine)
- 51°18,53'N 002°53,00'E
- 51°21,00'N 002°53,00'E
- 51°21,00'N 002°59,49'E

This area is used throughout the entire year by the minesweeping vessels of the Belgian Navy as well as those of other navies for mine sweeping practice. The area is particularly used by mine sweeping vessels as shallow water zone for the use of sonar, remotely controlled underwater vehicles and divers. Lastly, the area is also used as a testing and evaluation zone for mine detection systems.

Note: because of manoeuvrability characteristics and weather conditions the vessel movements may extend to a slightly wider area, situated between the approach of the port of Ostend and the Wenduine Bank.

3. Zone QZR 040
- 51°15,12'N 002°27,61'E
- 51°17,21'N 002°29,23'E
- 51°18,51'N 002°31,83'E
- 51°19,60'N 002°33,60'E
- 51°19,60'N 002°36,09'E
- 51°19,34'N 002°34,72'E
- 51°18,13'N 002°32,43'E
- 51°16,79'N 002°29,77'E
- 51°14,89'N 002°28,39'E

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

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

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

5. Shallow water practice area
This is the zone between the baseline and the line between the following points:
- 51°21,28'N 003°10,37'E
- 51°19,59'N 003°08,99'E
- 51°21,33'N 003°08,33'E
- 51°21,33'N 003°10,33'E

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

Source: Ministerie van Defensie - Marinecomponent

2026-01/066 DIVING AT SEA: PROCEDURES

NtM 2025-01/069 cancelled

1. The procedures mentioned in this notice apply to all vessels with the exception of military vessels, but including pleasure boats and vessels for professional purposes; that have divers aboard, including recreational divers and professional divers, who wish to enter waters under Belgian sovereignty, the territorial sea and the Exclusive Economic Zone.
   The regulations in this message remain in full force, the other international, national or local regulations that apply notwithstanding.
   Military vessels must comply with the provisions contained in paragraph 8.

2. The reports mentioned in this message must be addressed to the MRCC.
   The reports will happen:
   • either on VHF 67,
   • or by phone, on the number +32 (0)59 34 10 20.

3. The vessel must report to the MRCC before sailing from port, or, if necessary, before entering the waters that fall under Belgian sovereignty:
   1° the name of the vessel;
   2° whether the vessel is sailing or sailing out with divers aboard;
   3° the number of divers aboard;
   4° the diving area.

4. When arriving at the diving area, the vessel must report:
   1° that the ship has arrived;
   2° how many divers will enter the water;
   3° the expected time that each diver will spend in the water.

5. Upon ending the diving activities the vessel will report that all divers are back aboard.

6. In the event of successive diving sessions the abovementioned instructions must be followed for every diving session.

7. The vessel will report when the diving activity has ended.

8. Throughout the voyage and activity, the vessel shall be equipped with the appropriate communication equipment to fulfil this reporting requirements and to report diving accidents if necessary.

9. For diving activities which are planned in beaconned fairways or approaches, an authorization should be requested, at least three weeks in advance, to the Director of the MRCC. If an authorization is granted for diving operations in beaconned fairways or approaches, conditions thereto may be imposed.

10. According to article 4 of the KB of 21 September 2016 concerning the regulatory measures for the protection of the underwater cultural heritage, every dive to a historical wreck must be reported at least 4 hours beforehand to the FOD Mobiliteit en Vervoer. The electronic registration form can be found on https://sea-registration.mobilit.fgov.be/index.html
    This notice is additional to the prior provisions for diving at sea.

Source: MDK - afdeling Scheepvaartbegeleiding, FOD Mobiliteit en Vervoer

2026-01/067 DISCOVERIES AT SEA - HISTORICAL WRECKS

NtM 2025-01/070 cancelled

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

Underwater cultural heritage are all traces of human presence as well as fossilised animal or plant remains that have been underwater for more than 100 years.
Wrecks are i.e. ships, aircraft or other means of transport, found in the Belgian maritime zones.
A total of 69 wrecks haven been recognised as underwater cultural heritage. 41 of the 69 sites are subject to additional protective measures.

Underwater cultural heritage	Position	Protective measures	Source
West-Hinder	51°22,88'N 002°27,13'E	- 15 m around wreck: line fishing, anchoring and dredging prohibited - 40 m around wreck: trawling prohibited	MSP 2020-2026
Remains wooden vessel	51°14,78'N 002°55,38'E	20 m around wreck: anchoring and dredging prohibited	MSP 2020-2026
Wreck site at Buiten Ratel sandbank	51°14,43'N 002°30,19'E	12,5 m around wreck: anchoring and dredging prohibited	MSP 2020-2026
HMS Brilliant	51°15,20'N 002°56,72'E	35 m around wreck: line fishing, anchoring and dredging prohibited	MSP 2020-2026
SS Kilmore	51°23,73'N 002°29,79'E	45 m around wreck: line fishing, anchoring and dredging prohibited	MSP 2020-2026
U-11	51°20,55'N 002°52,08'E	30 m around wreck: line fishing, trawling, anchoring and dredging prohibited	MSP 2020-2026
't Vliegent Hart	51°29,52'N 003°06,87'E	15 m around wreck: anchoring and dredging prohibited	MSP 2020-2026
Torpilleur Branlebas	51°13,01'N 002°37,71'E	15 m around wreck: trawling prohibited	MSP 2020-2026
H.M. Motor Launch 561	51°13,82'N 002°52,87'E	10 m around wreck: trawling prohibited	MSP 2020-2026

Around the sites below, line fishing, trawling, anchoring and dredging are prohibited within 150m:

Underwater cultural heritage	Position	Source
A-19 - Stern	51°13,88'N 002°38,03'E	MB of 10 March 2022
A-19 - Foreship	51°13,84'N 002°38,05'E	MB of 10 March 2022
BOURRASQUE	51°14,97'N 002°33,05'E	MB of 28 February 2024
FAIRPLAY VII	51°10,12'N 002°37,00'E	MB of 28 February 2024
GRACIE FIELDS	51°12,56'N 002°39,40'E	MB of 28 February 2024
G-88 - Stern	51°27,39'N 003°04,32'E	MB of 10 March 2022

G-88 - Foreship	51°27,36'N 003°03,98'E	MB of 10 March 2022
G-96	51°17,41'N 002°36,39'E	MB of 10 March 2022
HM LST 80	51°27,61'N 003°06,52'E	MB of 28 February 2024
HMS GRAFTON (H89)	51°24,43'N 002°49,10'E	MB of 28 February 2024
HMS GRAFTON (H89) - hull section	51°19,88'N 002°45,76'E	MB of 28 February 2024
HMS GRAFTON (H89) - propeller shaft	51°20,71'N 002°45,58'E	MB of 28 February 2024
HMS GRIPER	51°13,30'N 002°49,46'E	MB of 10 March 2022
HMS WAVERLEY	51°17,01'N 002°41,27'E	MB of 28 February 2024
HMS WAVERLEY - hull fragment	51°16,43'N 002°41,45'E	MB of 28 February 2024
LOODSSCHIP NR. 5	51°11,21'N 002°31,99'E	MB of 10 March 2022
MINENSUCHBOOT M-3600	51°19,00'N 003°01,78'E	MB of 28 February 2024
MINENSUCHBOOT M-3604	51°19,10'N 003°01,79'E	MB of 28 February 2024
MINENSUCHBOOT M-3606	51°19,10'N 003°01,79'E	MB of 28 February 2024
PARAGON	51°15,96'N 002°56,18'E	MB of 10 March 2022
SPERRBRECHER 141	51°17,69'N 002°49,62'E	MB of 28 February 2024
TORPILLEUR	51°12,52'N 002°38,63'E	MB of 10 March 2022
UB-13	51°33,14'N 002°51,65'E	MB of 10 March 2022
UB-20	51°21,19'N 002°38,33'E	MB of 10 March 2022
UB-57	51°26,79'N 002°20,00'E	MB of 10 March 2022
UB-59	51°25,23'N 003°06,26'E	MB of 10 March 2022
U-BOOT 124/306	51°24,74'N 003°06,58'E	MB of 10 March 2022
UC-4	51°25,44'N 003°06,16'E	MB of 10 March 2022
VORPOSTENBOOT FRIGG	51°25,93'N 003°09,70'E	MB of 10 March 2022
VORPOSTENBOOT SENATOR HOLTHUSEN	51°19,71'N 002°49,30'E	MB of 10 March 2022
VORPOSTENBOOT STHAMER	51°18,79'N 002°56,75'E	MB of 10 March 2022
VORPOSTENBOOT V-1302	51°28,94'N 002°41,34'E	MB of 28 February 2024

Source: FOD Mobiliteit en Vervoer, Kabinet van de gouverneur West-Vlaanderen

2026-01/068 BORDER CONTROL OF THE EXTRA-SCHENGEN PLEASURE NAVIGATION

NtM 2025-01/071 cancelled

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

1. Pursuant to Articles 5,19,20 in connection with the sections 3.2.5 and 3.2.6 of Attachment VI of Regulation (EU)2016/399 of the European Parliament and the Council of 09 March 2016 concerning a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code), pleasure boats coming from a third country (non-Schengen):

   a. must enter a Belgian port designated as a border crossing point: Antwerp, Ostend, Zeebrugge, Nieuwpoort, Ghent or Blankenberge. Entry must occur during the opening hours of the border crossing point;
   b. must upon arrival immediately report to the border crossing point of the authority responsible for maritime border control, i.e. the Shipping Police (see Attachment 1 for contact information and opening hours).
   c. With a view to further digitalisation, the immediate availability of the exact number and details of all persons on board as well as other relevant information, and with a view to smooth handling of the border formalities with the shortest possible delay, electronic notification should be made via the website of the Federal Police well before the actual arrival of the pleasure boat by means of the online pleasure boat notification form. In this way the notification is automatically made in a digitally secured way and forwarded to the competent border control authority (Shipping Police).

   The pleasure boaters reach this platform via:
   https://digital.belgium.be/iaf/hil/police/pcdec/

   The same **online platform** also offers pleasure boaters access to the official Belgian maritime border crossing points:
   EN: www.police.be/bordercontrol/en/contact/harbours
   NL: www.politie.be/grenscontrole/nl/contact/havens
   FR: www.police.be/controlefrontalier/fr/contact/ports
   DE: www.polizei.be/grenzkontrolle/de/kontakt/haefen

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

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

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

2. Pleasure boats departing from a Belgian port to a third country (non-Schengen), have to report at the border crossing post of the Shipping Police of the departure harbour. An electronic report must also be submitted via the website of the Federal Police by means of the online pleasure boat report form.
The provisions under 1 (d and e) remain valid, but for the departure of the pleasure boat.

3. A pleasure boat coming from a third country may enter a port designated as a border crossing point outside the indicated opening hours, but only with the express authorisation of the Shipping Police.
The provisions listed under 1 (b-h) and 2 are fully applicable.

4. By way of derogation from Article 1, a pleasure boat coming from a third country may, due to exceptional circumstances, enter a port that is not designated as a border crossing point. In such case, the persons on board this vessel shall notify the port authorities so that they may be authorised to enter that port.
In this particular case, 'port authorities' refers to the Harbour Master's Offices (see p 175) and, by way of delegation, the persons in charge of the yacht clubs (www.visuris.be/aanmeren?KL=en). The port authorities report the vessel's arrival to the nearest border crossing point of the Shipping Police.
Notification should be made electronically via the website of the Federal Police in good time before arrival by means of the online pleasure boat notification form.
If the special circumstances have prevented any electronic declaration, the pleasure boat shall notify the information on the persons on board to the port authorities by submitting the document included in appendix 2. This document shall be made available without delay by the port authorities to the border crossing point of the Marine Police.
All further communication regarding and settlement of the notification form will consequently only take place by electronic way!

5. If for reasons of force majeure, the pleasure boat coming from a third country must dock in a port that is not a border crossing point, the port authorities shall immediately report the vessel's presence to the nearest border crossing point of the Shipping Police.
Notification should be made electronically via the website of the Federal Police by means of the online pleasure boat notification form.
If circumstances of force majeure have prevented any electronic declaration, the pleasure boat shall notify the information on the persons on board to the port authorities by presenting the document included in Attachment 2. This document shall be made available without delay by the port authorities to the border crossing point of the Marine Police.
All further communication regarding and settlement of the notification form will consequently only take place by electronic way!

6. According to Regulation (EU) 2016/399 of the European Parliament and the Council of 9 March 2016, concerning a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code), all people, including those who are covered by Union law on free movement, wishing to board on or to disembark a pleasure craft, going to (exit) or coming from (entry) a third state, must report themselves on their own at the nearest border crossing station of the Shipping Police. They must there, during the opening hours listed in Attachment 1, fulfill the necessary formalities before either continuing to travel in the Schengen area or leaving the pleasure craft concerned.

   In accordance with Article 2.1 Regulation (EU) 2017/2226 of EP and the Council of 30 November 2017 (Establishing an Entry/Exit System (EES) to register entry and exit data and refusal of entry data of third-country nationals crossing the external borders ...(sic.)), an entry/exit note or a note on refusal of entry will also be created for relevant third-country nationals.

7. Where the third-country national meets the provisions of Article 2.1 of Regulation (EU) 2018/1240 of the EP and Council of 12 September 2018 (Establishing of a European Travel Information and Authorisation System (ETIAS) ...(sic.)), he or she must also be issued with a travel authorisation.
Any changes regarding the passengers or the technical characteristics of the pleasure boat must be reported immediately to the nearest border crossing point of the Shipping Police.

8. In order to secure the Belgian part of the North Sea and the Belgian maritime access routes, a camera surveillance system was realised by the Federal Police in Nieuwpoort, Ostend, Blankenberge and Zeebrugge. Finality of these cameras is border surveillance. Data processing takes place in accordance with the provisions of the Police Act and under the processing responsibility of the Director of the Maritime Police, Federal Police, Ruiterijlaan 2, 1040 Brussels, +32 (0)2 642 62 96, dga.spn@police.belgium.eu.

   For more questions, do not hesitate to contact the Shipping Police.
   You can use the online contact form: see under 1.c. online platform

Border post	Open	Adress	Tel.	E-mail
Antwerp	24/7	SPN Antwerp Blauwhoefstraat 11 2040 Berendrecht	+32 (0)3 546 07 30	DGA.SPN.ANT.BCP@ police.belgium.eu
Ghent	24/7	SPN Ghent Langerbruggestraat 116 havennr. 1110A 9000 Ghent	+32 (0)9 255 51 40	DGA.SPN.GENT.BCP@ police.belgium.eu
Ostend (operating Nieuwpoort outside the opening hours)	24/7	SPN Ostend Natiënkaai 5 8400 Ostend	+32 (0)59 56 15 30	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Zeebrugge (operating Blankenberge outside the opening hours)	24/7	SPN Zeebrugge Veerbootstraat 1 8380 Zeebrugge	+32 (0)50 55 60 40	DGA.SPN.KUST.BCPZB@ police.belgium.eu
Nieuwpoort (via Ostend outside the opening hours)	07-19	Watersportlaan 13 8620 Nieuwpoort	+32 (0)58 22 40 30	DGA.SPN.KUST.BCPNO@ police.belgium.eu
Blankenberge (via Zeebrugge outside the opening hours)	Contact	tempory housing at Bevrijdingsplein 7 8370 Blankenberge	+32 (0)50 28 90 14	DGA.SPN.KUST.BCPZB@ police.belgium.eu

If contact point above cannot be reached, contact:

Maritime Information Centre (MIK)	24/7	Marinebasis Zeebrugge Graaf Jansdijk 1 8380 Zeebrugge	+32 (0)50 36 81 03	dga.spn.mik@ police.belgium.eu

ATTACHMENT 2

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

Controleformulier Schengen Plezierhavens België

Aankomst Arrival ☐	Vertrek Departure ☐
Datum/date:	Datum/date:

Naam vaartuig: Name of ship:	Thuishaven: Port of registry:	Nationaliteit: Nationality:
Vlaggebrief Nr: Registration Nr:	Komende van: Port arrived from:	Bestemming: Port of destination:

*CIN: HIN:	Merk vaartuig: Make of ship:	Type: Type:
Diepgang: Draught:	Lengte: Lenght:	Breedte: Width:

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

Opvarenden / Persons on board

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

**Casco Identificatie Nummer - Hull Identification Number*

Naam en handtekening schipper Name and signature skipper	Datum / Tijd / plaats controle Date / time / place control	Stempel sectie SPN Stamp section Ma RP

Source: Scheepvaartpolitie

2026-01/069 INTERFERING EQUIPMENT AND PROHIBITED FREQUENCIES

NtM 2025-01/072 cancelled

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

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

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

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

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

More information:

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

Source: MDK – afdeling Scheepvaartbegeleiding – MRCC

2026-01/070 REPORTING OF DISRUPTION TO AIS OR GNSS SIGNALS IN BELGIAN WATERS

NtM 2025-01/073 cancelled

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

This may include (but is not limited to):

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

Source: MDK – afdeling Scheepvaartbegeleiding – MRCC

2026-01/071 ESTUARY SHIPPING

NtM 2025-01/074 cancelled

Below is a brief summary from the Benelux Publicatieblad Jaargang 2023 – nummer 2.
For more information see: www.benelux.int/nl/info-professionals/benelux-publicatieblad/

Article 1. Definitions

a. Estuary vessel: an inland waterway vessel, certified under Belgian law, which sails part of the route at sea during a voyage between a port or lock located on the Western Scheldt and a port located on the territorial sea of the Kingdom of Belgium and which fulfils the conditions applicable in the Kingdom of Belgium as referred to in the KB of 08 March 2007 on inland waterway vessels also used for non-international sea
b. Estuary shipping zone: the zone demarcated in accordance with Article 3
c. BUNKER Convention: the International Convention on Civil Liability for Bunker Oil Pollution Damage, signed in London on 23 March 2001, including any subsequent amendments
d. CLC Convention 1992: the International Convention on Civil Liability for Oil Pollution Damage, with Annex, signed in Brussels on 29 November 1969 and amended by the London Protocol of 27 November 1992, including subsequent amendments
e. COLREG Convention: the Convention on the International Regulations for Preventing Collisions at Sea, the Regulations annexed thereto, with Annexes, signed in London on 20 October 1972, including subsequent amendments
f. HNS Convention 2010: the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, with Annexes, signed in London on 03 May 1996 and amended by the London Protocol of 2010
g. LL Convention the International Convention on Load Lines, signed in London on 05 April 1966, including subsequent amendments
h. MARPOL Convention: the International Convention for the Prevention of Pollution from Ships, signed in London on 02 November 1973, and its Protocols of 17 February 1978 and 26 September 1997, including subsequent amendments
i. SOLAS Convention: the International Convention for the Safety of Life at Sea, signed in London on 01 November 1974, including the Protocols of 17 February 1978 and 11 November 1988, and subsequent amendments
j. STCW Convention: the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, signed in London on 7 July 1978, including any subsequent amendments
k. UN Convention on the Law of the Sea: the United Nations Convention on the Law of the Sea, signed in Montego Bay on 10 December 1982
l. WRC Convention: the Nairobi International Convention on the Removal of Wrecks, signed in Nairobi on 18 May 2007, including subsequent amendments
m. Competent authority: an authority of the Kingdom of Belgium or the Kingdom of the Netherlands

Article 2. Application

1. This Decision shall apply to estuary vessels using the estuary shipping zone.
2. Inland vessels certified under Dutch law shall not fall within the scope of this Decision.
3. For the purposes of application, on the route between ports located on the territorial sea of the Kingdom of Belgium and a port or lock located on the part of the Western Scheldt in the Kingdom of the Netherlands, estuary vessels complying with the provisions of Article 4 shall be regarded as complying with the SOLAS Convention, without prejudice to the provisions of Article 4(i).

Article 3. Estuary shipping zone

The estuary shipping zone is delineated by the following points:

a. The end of the western breakwater of the port of Oostende

b. Coordinates:

1	51°14,32'N	002°54,71'E	0m line/baseline
2	51°16,07'N	002°50,84'E	3-mile zone
3	51°16,29'N	002°51,10'E	3-mile zone
4	51°16,51'N	002°51,45'E	3-mile zone
5	51°16,78'N	002°51,93'E	3-mile zone
6	51°16,97'N	002°52,35'E	3-mile zone
7	51°17,18'N	002°52,93'E	3-mile zone
8	51°17,32'N	002°53,38'E	3-mile zone
9	51°17,42'N	002°53,85'E	3-mile zone
10	51°17,50'N	002°54,43'E	3-mile zone
11	51°17,67'N	002°54,89'E	3-mile zone
12	51°18,04'N	002°55,79'E	3-mile zone
13	51°19,23'N	002°58,58'E	3-mile zone
14	51°20,19'N	003°00,70'E	3-mile zone
15	51°20,62'N	003°01,60'E	3-mile zone
16	51°20,81'N	003°02,04'E	3-mile zone
17	51°20,98'N	003°02,49'E	3-mile zone
18	51°21,21'N	003°03,14'E	3-mile zone
19	51°21,58'N	003°04,27'E	3-mile zone
20	51°21,91'N	003°05,55'E	3-mile zone
21	51°22,48'N	003°09,95'E	buoy "Z"
22	51°23,13'N	003°12,04'E	buoy "BVH"
23	51°23,48'N	003°18,22'E	buoy 'W1"
24	51°24,72'N	003°21,56'E	buoy 'W2"
25	51°24,91'N	003°24,40'E	buoy 'W4"
26	51°25,10'N	003°27,18'E	buoy 'W6"
27	51°25,48'N	003°30,27'E	buoy 'W8"
28	51°25,85'N	003°33,28'E	buoy 'W10"
29	51°26,28'N	003°34,55'E	0 m line/baseline (Flushing head)
30	51°24,18'N	003°34,56'E	0 m line/baseline (shoal 'Hoge Platen')

c. The baseline at the mouth of the Western Scheldt, as determined in accordance with the UN Convention on the Law of the Sea;

d. The baseline along the coast of the Netherlands through the Belgian border and the seaports on the Belgian coast, as shown on the map attached.

Article 4. Conditions

The competent authorities of the Kingdom of Belgium shall ensure that:

a. Estuary vessels meet at all times the conditions applicable in the Kingdom of Belgium as referred to in the Royal Decree of 08 March 2007 on inland waterway vessels also used for non-international sea voyages;

b. The applicable provisions of the MARPOL and COLREG Conventions remain in full force;

c. The commander of the estuary vessel holds a valid certificate established in accordance with the applicable provisions of the STCW Convention;

d. The estuary vessels, irrespective of tonnage, have insurance complying with the conditions of the BUNKER Convention;

e. Estuary vessels, irrespective of tonnage, have insurance complying with the conditions of the WRC Convention, whereby liability cannot be limited for accidents in the estuary zone;

f. Estuary vessels, irrespective of tonnage, have insurance complying with the conditions of the 1992 CLC Convention or of the 2010 HNS Convention once this Convention has entered into force, if goods covered by one of these two Conventions are transported;

g. Estuary vessels may not carry paying passengers;

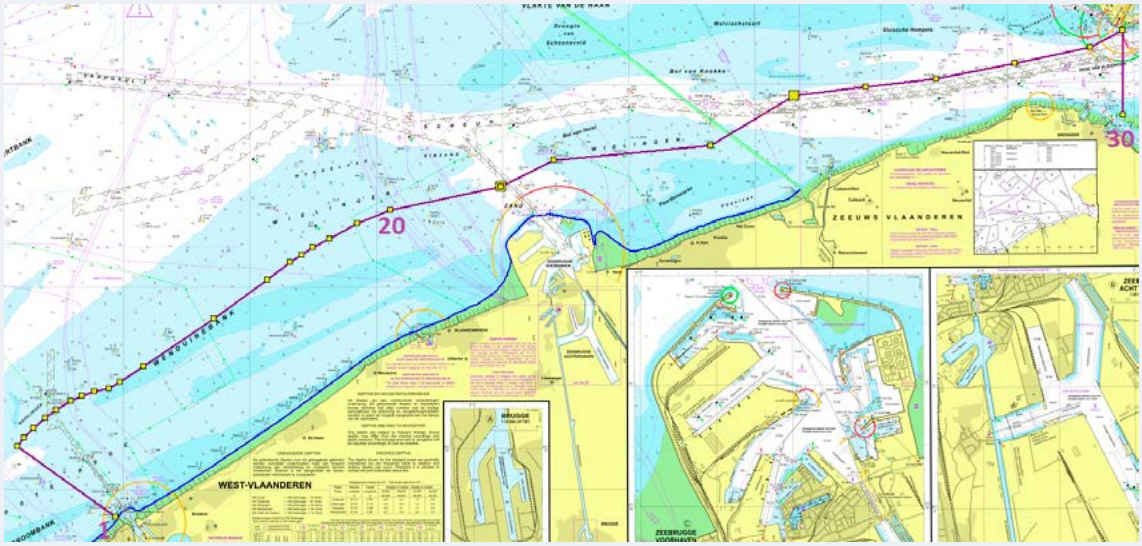
h. Estuary vessels obtain the necessary derogation from the LL Convention;

i. Estuary vessels shall comply with Regulation 5 of Chapter VI in the Annex to the SOLAS Convention.

Article 5. List of estuary vessels

1. The Benelux Secretariat General keeps a list of estuary vessels covered by this application policy. A vessel certified under Belgian law may be added to this list by the competent authority of the Kingdom of Belgium after verifying that all the conditions in Article 4 are fulfilled. The competent authority of the Kingdom of Belgium shall notify any amendment to the list of vessels to the competent authority of the Kingdom of the Netherlands.
2. The Benelux Secretariat General shall ensure that the list referred to in paragraph 1 is available to the competent authorities of the Kingdom of Belgium and of the Kingdom of the Netherlands.
3. The competent authority of the Kingdom of Belgium shall ensure that operators whose estuary vessels are included in the list referred to in paragraph 1 are informed thereof.

ATTACHMENT



Bron: MDK - afdeling Kust

2026-01/072 RIVER INFORMATION SERVICES

NtM 2025-01/075 cancelled

The River Information Services Centre at Evergem is available 24/7 for general queries on shipping and waterways. Information on hours of operation, waterways and their characteristics, bridge clearances, water levels, flows, possible routes, shipping rights, recreational trips, work in progress on waterways, reporting incidents, etc, can be obtained at any time on: 0800 30 440 (only in Belgium) or +32 78 055 440 (from abroad), via mail ris@vlaamsewaterweg.be or via VisuRIS.be.

Source: De Vlaamse Waterweg nv

2026-01/073 SAILING ALONE ON THE BENEDEN-ZEESCHELDE

NtM 2025-01/076 cancelled

The Joint Notification 02-2019 established:
Sailing alone is not permitted on the Western Scheldt and Beneden-Zeeschelde downwards the Kallosluis for inland vessels from and to Antwerp left bank and downwards the Kruisschans locks complex (Van Cauwelaert/ Boudewijn) for inland vessels from and to Antwerp right bank.
Upwards the above-mentioned locks, sailing alone is permitted if the requirements laid down in the Royal Decree of 09 March 2007 on crew regulations on shipping routes of the Kingdom of Belgium are met.

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

2026-01/074 THE WEST EUROPEAN TANKER REPORTING SYSTEM (WETREP)

NtM 2025-01/077 cancelled

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

Some Western European waters have been indicated as PSSA areas by the IMO following a proposition from Belgium, France, Spain, Ireland, Portugal and the United Kingdom.
This PSSA area borders to the 15th degree west meridian, the Porcupine Bank, including parts of the special area of Northwestern Europe (issued under statutory attachment 1, MARPOL 73/78), the English Channel and coastal waters, and certain parts of the PRA (Pollution Response Area) and EEZ (Exclusive Economic Zone) along the Spanish, French and Portuguese coasts (see supplements 1 and 2)
IMO approved a compulsory report system for tankers (WETREP) that took effect on July 1st 2005 at 00h00 UTC for all tankers with a tonnage larger than 600 tonnes, carrying:

- black crude oil, i.e. oil with a density of over 900 kg/m^3 at 15° C or
- heavy fuel oil, i.e. fuel oil with a density of over 900kg/m^3 at 15° C, or a kinematics viscosity higher than 180mm^2/s at 50° C or
- asphalt, tar and their emulsions.

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

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

Notes:
Vessels do not need to report if, upon passing through, the border of the reporting area is only sporadically crossed, and on other occasions than when first sailing in or out.
When arriving in the WETREP reporting area the vessels must inform the nearest proper authorities. The VTS, RCC and Radio coastal station or other participants to whom the report must be sent are mentioned in supplement 4.

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

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

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

Vessels equipped with INMARSAT C (SES) will be able to send messages via Inmarsat C free of charge if they keep to the following procedures: choose Special Access Code (SAC)45 only via MRCC Falmouth LES Atlantic Ocean area - east (102); Atlantic Ocean area - west (002) or Indian Ocean (302).
(Note: It is possible that the message will not be received by WETREP if sent via any other LES.)

ATTACHMENTES

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

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

Description of the area

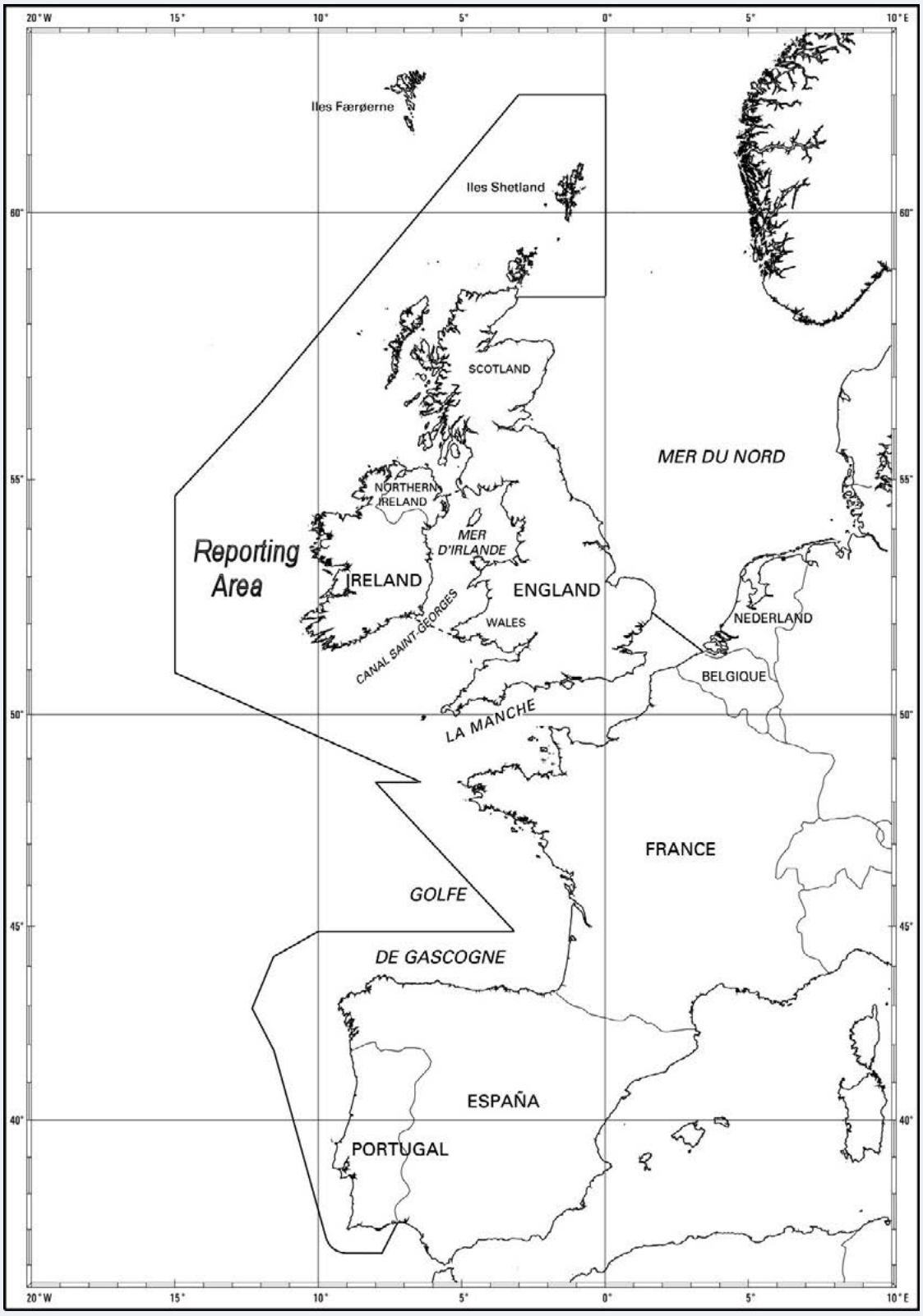
- The area covers the west coast of the United Kingdom, Ireland, Belgium, France, Spain and Portugal, from the Shetland Islands in the north to cape St-Vincent in the south, and the English Channel and its approaches as indicated in the chart publication of supplement 2.

- The WETREP area is an area bordered by the line that connects the following geographical coordinates (all coordinates are expressed using WGS 84 as reference system).

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

Geographical coordinates serving as identification of a PSSA are to be used solely for this purpose and may not be interpreted differently with regard to maritime limits and borders.

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



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

Identification system: WETREP

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

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

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

Position coordinates

BELGIUM
MRCC Ostend: 51°14'N 002°55'E
Tel: +32 (0)59 70 10 00
Tel: +32 (0)59 70 11 00
Fax: +32 (0)59 70 36 05
VHF: 16, 67
MF: 2182 kHz
MMSI: 00 205 99 81
Email: mrcc@mrcc.be

FRANCE
MRCC Gris-Nez: 50°52'N 001°35'E
Tel: +33 (0)3 21 87 21 87
Fax: +33 (0)3 21 87 78 55
Telex: 130680
Inmarsat-C: 422799256
VHF: 16, 70
MMSI: 002275100

MRCC Corsen: 48°25'N 004°47W
Tel: +33 (0)2 98 89 31 31
Fax: +33 (0)2 98 89 65 75
Telex: 940086
Inmarsat-C: Nil
VHF: 16, 70
MMSI: 002275300

IRELAND
MRCC Dublin
Tel: +353 (0)1 6620922/23
Fax: +353 (0)1 6620795
Email: mrccdublin@irishcoastguard.ie
Communications may be sent to MRCC Dublin via:

MRSC Valentia (EJK) 51°56'N 010°21W
MRSC Malin Head (EJM) 55°22'N 007°21W

PORTUGAL
MRCC Lisbon: 38°40'N 009°19W
Tel: +351 (0)21 4401950, or
+351 (0)21 4401919 (for emergency only)
Fax: +351(0) 21 4401954
Telex: 60747 P.
Email: mrcclisboa@netc.pt

SPAIN
MRCC Madrid 40°24'N 003°43W
Tel: +34 (0)91 7559133
Fax: +34 (0)91 5261440
Telex: +5241210, +5241224
Email: cncs@sasemar.es

MRCC Finisterre: 42°42'N 008°59W
Tel: +34 (0)981 767500
Fax: +34 (0)981 767740
Telex: +5282268, +5286207
Email: finister@sasemar.es
VHF: 16 & 11
MF: 2182 kHz
MMSI: 002240993

MRCC Bilbao 43°20'.8N 003°01W
Tel: +34 (0)944 839286
Fax: +34 (0)944 839161
Email: bilbao@sasemar.es
VHF: 16 & 10
MMSI: 002240996

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

MRCC Falmouth (Coordinating Station for the United Kingdom)
Telephone: +44 (0)1326 317575
Facsimile: +44 (0)1326 318342
Inmarsat-C on 423200158
Email: falmouthcoastguard@mcga.gov.uk

Source: MDK - afdeling Scheepvaartbegeleiding

2026-01/075 UNITED KINGDOM AND FRANCE: DOVER STRAIT/PAS-DE-CALAIS REPORTING SYSTEM (CALDOVREP)

NtM 2025-01/078 cancelled

1. Area

The Reporting System covers a 65 NM stretch of the Dover Strait/Pas-de-Calais and is bounded by a line drawn from North Foreland to the border between France and Belgium, and by a line drawn from the Royal Sovereign Tower, through the Bassurelle Lt buoy (50°32,80'N - 00°57,80'E) to the coast of France.

2. Description

1. CALDOVREP is a Mandatory Reporting System under SOLAS Regulation V/11.

2. Shore based facilities at Gris-Nez Traffic (France) and Channel VTS (UK) are able to monitor shipping movements and provide improved advice and information about navigational hazards and weather conditions.

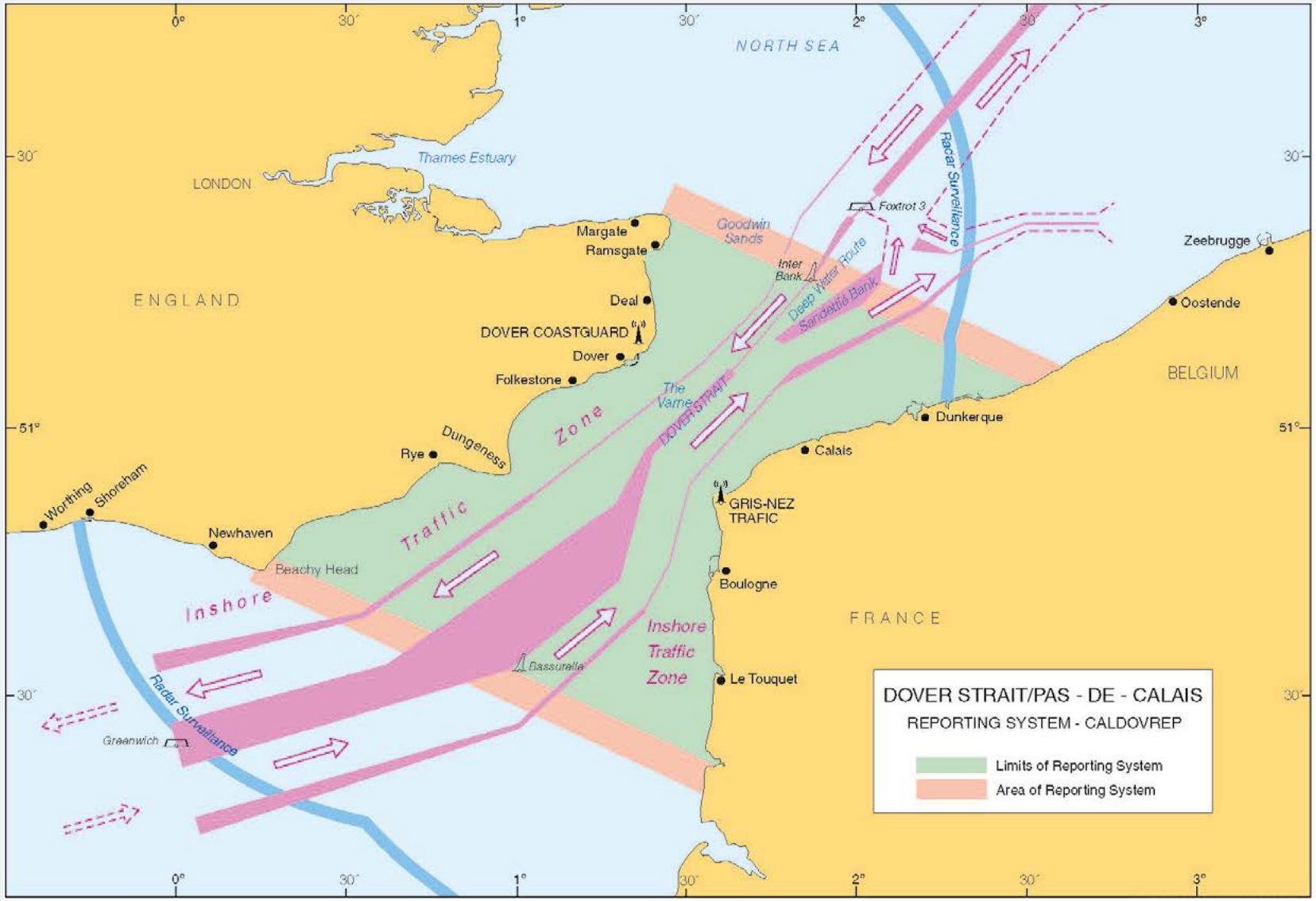
3. Contact details

Northeastbound vessels
Call: Gris-Nez Traffic
VHF: 13

Southwestbound vessels
Call: Channel VTS
VHF: 11

4. Hours

24H


NORTH SEA
ENGLAND
LONDON
Thames Estuary
Margate
Ramsgate
Deal
DOVER COASTGUARD
Dover
Folkestone
Dungeness
Rye
Worthing
Shoreham
Newhaven
Beachy Head
Goodwin Sands
Inter Bank
Foxtrot 3
Racar Surveillance
Deep Water Route
Sandettié Bank
The Varne
DOVER STRAIT
Zone
Traffic
Inshore
Inshore Traffic Zone
Radar Surveillance
Greenwich
Dassurelle
Zeebrugge
Oostende
BELGIUM
Dunkerque
Calais
GRIS-NEZ TRAFIC
Boulogne
FRANCE
Le Touquet
DOVER STRAIT/PAS - DE - CALAIS
REPORTING SYSTEM - CALDOVREP
Limits of Reporting System
Area of Reporting System
0°
30'
1°
2°
3°
51°

5. Procedure

1. All vessels of 300 gt and over are required to participate in the Reporting System.

2. Vessels of less than 300 gt should continue to make reports to the CALDOVREP system in circumstances where they:
   a. Are not under command or at anchor in the TSS or its ITZs
   b. Are restricted in their ability to manoeuvre
   c. Have defective navigational aids

3. Vessels preparing to pass through or remain in French territorial waters must report to the appropriate MRCC 5h before entering territorial waters or 6h before departure, specifying their intended movements and the status of their manoeuvring and navigational capabilities.

4. **Northeastbound traffic should report to Gris-Nez Trafic** 2 NM prior to crossing the southerly reporting line.

5. **Southwestbound traffic should report to Channel VTS** when within VHF range of North Foreland and not later than when crossing the northerly reporting line.

6. Reports to the nearest of the two shore stations should be made on departure from a port within the ITZs of the TSS.

7. Special reporting arrangements can be made on a ship-by-ship basis, subject to approval of both Gris-Nez Trafic and Channel VTS.

8. Reports should be made using VHF voice transmissions. However, when reporting to Channel VTS, vessels may fulfil the reporting requirements of CALDOVREP through the use of AIS. Confidential business information may be transmitted non-verbally before entering the CALDOVREP area.

9. 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 (latitude/longitude) 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

10. Additional reports must be sent to the appropriate station in the event of a change in navigation conditions, particularly regarding the Q or R section of the reporting message.

11. Vessels having defects affecting operational safety, in addition to reporting such defects through the CALDOVREP system, should take appropriate measures to overcome those defects before entering the Dover Strait.

12. Vessels within 50 nautical miles of the French coastline are required to report to the appropriate MRCC if they are involved in any accident, e.g. collision, grounding, navigational incident, etc.

6. Information

1. Both Gris-Nez and Dover monitor shipping in the TSS in the Dover Strait/Pas-de-Calais using radar and each provides regular information about weather and navigational hazards as part of the joint Channel Navigation Information Service (CNIS). Information is broadcast at the following times and on the following frequencies:

Station	VHF	Times	Additional broadcasts in times of poor visibility
Gris-Nez Trafic	79	H+10	H+25
Channel VTS	11	H+40	H+55

2. Information broadcasts from both stations will end with a reminder regarding the time of the next broadcast and the VHF frequency on which it will be made.

3. All vessels navigating in the English Channel and the Dover Strait are recommended to make use of the information broadcasts made by the information services operated by the Governments of the United Kingdom and France, and to keep watch on VHF as appropriate, as set out in the CALDOVREP system.

Note:
Vessels using CALDOVREP are tracked by radar and AIS, as are those contravening the Regulations for Prevention of Collisions at Sea 1972 (as amended), and their course and speed broadcast. Offenders are reported to their Flag States for action to be taken in accordance with IMO Resolution A432(XI).

2026-01/076 FRANCE - PORT OF DUNKERQUE: VESSEL TRAFFIC SERVICE (VTS)

NtM 2025-01/079 cancelled

1. Area

The Dunkerque VTS Area is bounded by the following coordinates:

- 51°00,60'N 002°07,10'E
- 51°01,90'N 002°07,10'E
- 51°01,90'N 001°57,20'E
- 51°01,64'N 001°50,44'E
- 51°01,00'N 001°48,53'E (RCA Lt Buoy)
- 51°01,00'N 001°45,84'E (RCW Lt Buoy)
- 50°59,95'N 001°44,10'E
- 51°00,95'N 001°42,32'E
- 51°04,90'N 001°48,10'E
- 51°05,40'N 001°50,40'E
- 51°09,90'N 002°09,90'E
- 51°04,70'N 002°22,30'E
- 51°04,50'N 002°23,40'E
- 51°05,30'N 002°28,10'E
- 51°07,90'N 002°30,50'E
- 51°07,10'N 002°31,20'E
- 51°06,40'N 002°31,20'E
- 51°04,80'N 002°28,70'E
- 51°03,60'N 002°21,20'E (end of the E jetty of the E port)

2. Description

1. Dunkerque VTS provides an Information Service and a Navigation Assistance Service, and also provides traffic regulation and planning in the port area.

2. The Dunkerque VTS comprises a main centre, Dunkerque VTS and a secondary centre, Dunkerque Ouest, which is more particularly concerned with vessels heading to or from Port Ouest.

3. Contact details

Dunkerque

Call: Dunkerque VTS
VHF: 16 and 73
Telephone: +33 (0)3 282 876 03
+33 (0)3 282 875 89 (Maritime traffic controller)
Fax: +33 (0)3 282 875 97
E-mail: harbourmaster@portdedunkerque.fr

Dunkerque Ouest

Telephone: +33 (0)3 282 876 04

4. Hours

24H

5. Procedure

1. Whilst on route between the Dover Strait TSS and the regulated zones of the Dunkerque VTS area, vessels subject to the SURNAV system should maintain a continuous watch with Gris-Nez Trafic on VHF 13 and with Dunkerque VTS on VHF 73.

2. All vessels in the regulated shipping zone, access channels, the discharge area and the dredging dumping ground are to maintain a continuous listening watch on VHF 73.

3. **Notice of ETA:** Vessels must advise their ETA at least 48h in advance via agent. The 12h ETA message addressed to the pilotage office must also be sent to the Harbour Master.

4. Vessels must contact Dunkerque VTS on VHF 73 at least 2h before entering the VTS area, and on request, provide the following information:
   a. ETA at Dyck Lt buoy, at E12 Lt buoy, at Rade de Dunkerque Est, or at a proposed point of entry to the channel
   b. Draught
   c. Damage or deficiencies affecting the vessel or cargo
   d. If necessary, ISPS notification

5. After agreement with the Pilots, Dunkerque VTS will provide:
   a. Direction for entry, transit and anchorage instructions
   b. Wind conditions
   c. If necessary, any defects concerning buoyage and aids to navigation
   d. Any abnormal situations

6. Non-Piloted vessels should contact Dunkerque VTS for entering Port Est and Dunkerque Ouest for entering Port Ouest 1h prior to entering the VTS area to transmit the following information:
   a. Any deficiencies
   b. Maximum draught
   c. ETA at the jetties
   d. Request for boatmen

7. Vessels approaching from the W should contact Dunkerque Ouest on passing DW10 Lt buoy.

8. Vessels approaching from the E heading to Port Ouest must report their position to Dunkerque VTS and to Dunkerque Ouest on passing DW24 Lt buoy. The latter then takes over from Dunkerque VTS.

9. Vessels 300 gt and over entering the area of the VTS must make contact with Dunkerque VTS on VHF 73 and the Dunkerque Pilot Station on VHF 72.

10. When in the area of the VTS vessels must:
    a. Keep a continuous radio watch on VHF 73
    b. Communicate in French or English
    c. Report any instances of emergency, collision, grounding, fire or any situation affecting vessels manoeuvrability or any environmentally hazardous situation

11. LNG Vessels:
    a. In addition to the above procedures, LNG vessels must advise ETA at Dyck Lt buoy via the agents to the Harbour Master:
       (i) On departure from the port of loading, and
       (ii) Provide details of any amended plans at least 4h in advance of arrival and then every 24h thereafter via the agents
    b. Vessels must advise ETA at Dyck Lt buoy 48h in advance to Harbour Master's Office and the Pilots directly by e-mail or telephone confirming ETA 12h in advance to the agent, Harbour Master, Pilots and terminal.
    c. Vessels must contact Dunkerque VTS on VHF 73 and Pilotes Dunkerque on VHF 72, 2h before arrival at the Pilot boarding position.

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

2026-01/077 FRANCE (ATLANTIC AND ENGLISH CHANNEL COASTS): SYSTEM DE COMPTES RENDUS DE MOUVEMENTS DES NAVIRES (SURNAV REPORTING SYSTEM)

NtM 2025-01/080 cancelled

Area:

The SURNAV area of the English Channel and Atlantic Coast is divided into 4 zones, each controlled by a 'Centre Régional Opérationnel de Surveillance et de Sauvetage' (CROSS) inter alia:
(1) **CROSS Gris-Nez**: For vessels on passage in the French Economic Zone to E of a line joining Cap d'Antifer and the Greenwich Lt F (marking the entrance to the Dover Straits TSS).

Description:

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

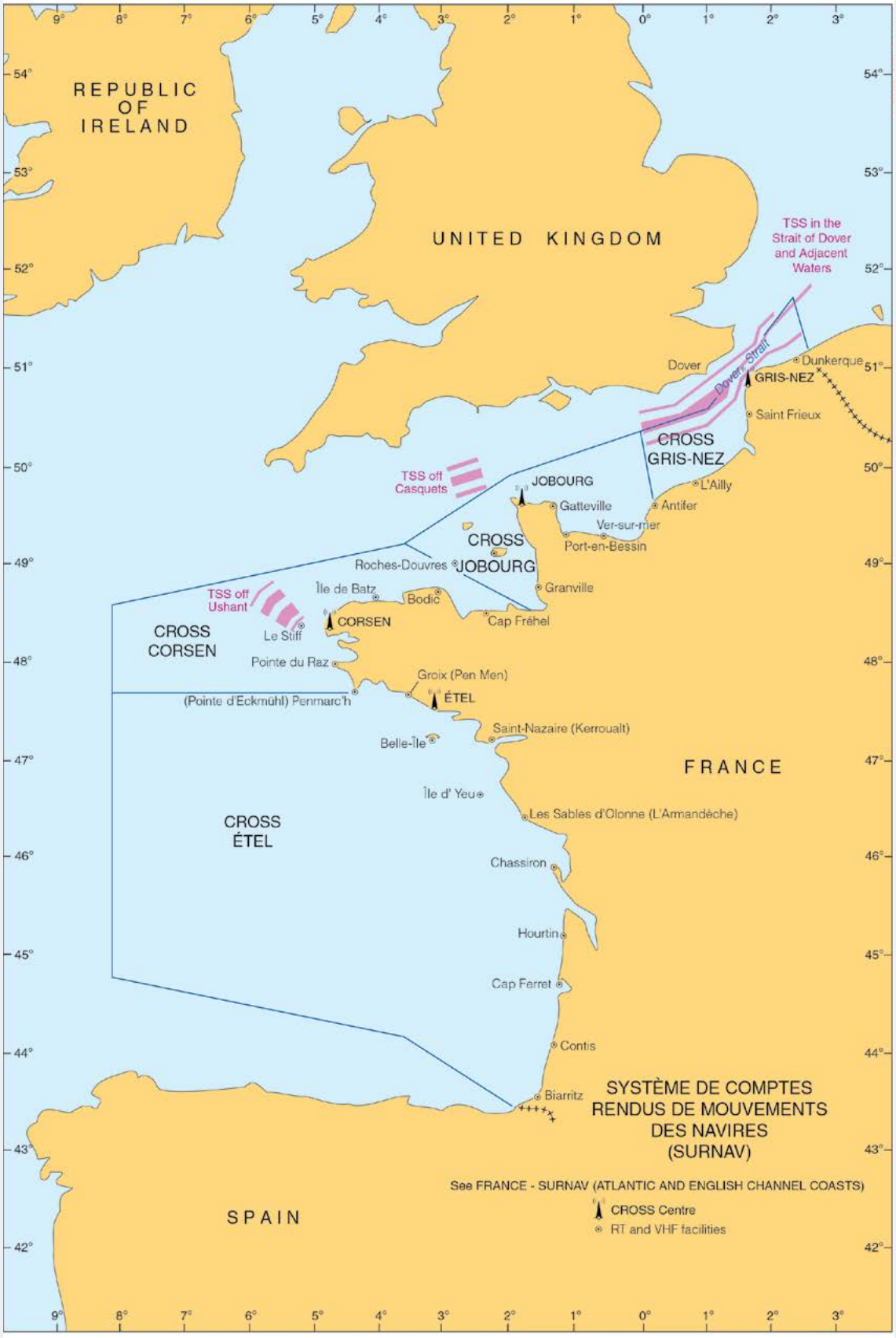
(1) **All vessels carrying:**
- (a) Hydrocarbons or gaseous hydrocarbon waste as listed in Attachment 1 of the International Convention for the Prevention of Pollution by Ships (MARPOL 73)
- (b) Noxious liquid substances as defined in MARPOL Attachment 2
- (c) Harmful liquid substances as defined in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

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

Contact details:

CROSS Gris-Nez
Call: Gris-Nez Trafic
VHF: 16, 13, 79
Telephone: +33 (0)3 218 721 87
Fax: +33 (0)3 218 778 55
Telex: +42 130680 (CROSSGN 130680F)
E-mail: grisnez.mrcc@developpement-durable.gouv.fr
gris-nez@mrccfr.eu
MMSI: 002275100

HOURS: H24


REPUBLIC OF IRELAND
UNITED KINGDOM
TSS in the Strait of Dover and Adjacent Waters
Dover Strait
Dover
Dunkerque
GRIS-NEZ
Saint Frieux
CROSS GRIS-NEZ
TSS off Casquets
JOBOURG
L'Ailly
Gatteville
Antifer
Ver-sur-mer
Port-en-Bessin
CROSS JOBOURG
Roches-Douvres
Granville
Île de Batz
Bodic
TSS off Ushant
CORSEN
Cap Fréhel
CROSS CORSEN
Le Stiff
Pointe du Raz
Groix (Pen Men)
(Pointe d'Eckmühl) Penmarc'h
ÉTEL
Saint-Nazaire (Kerroualt)
Belle-Île
FRANCE
Île d' Yeu
Les Sables d'Olonne (L'Armandèche)
CROSS ÉTEL
Chassiron
Hourtin
Cap Ferret
Contis
Biarritz
SYSTÈME DE COMPTES RENDUS DE MOUVEMENTS DES NAVIRES (SURNAV)
See FRANCE - SURNAV (ATLANTIC AND ENGLISH CHANNEL COASTS)
CROSS Centre
RT and VHF facilities
SPAIN

Procedure:

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

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

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

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

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

(a) DSC: 2187·5 kHz and VHF 70
(b) VHF 16
(c) On any specified Channel

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

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

(5) The message should state the following:

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

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

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

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

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

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

PILOT REQUEST SERVICES

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

Phone (24/7)	+32 (0)3 232 02 29 +32 (0)3 231 89 52
Mobile (24/7)	+32 (0)476 58 01 49
Administration	+32 (0)3 222 40 06
Website	www.loodswezen.be
Electronic system	APICS2 & LIS21
E-mail	for commanders only
via Wandelaar	orderpilot@loodswezen.be
via Steenbank	scheldepilot@loodswezen.nl

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

Phone (24/7)	+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
Administration	+32 (0)9 250 57 30
Website	www.loodswezen.be
Electronic system	ENIGMA+ & LIS21
E-mail	for commanders only
via Wandelaar	orderpilot@loodswezen.be
via Steenbank	scheldepilot@loodswezen.nl

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

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

Flemish pilot request service in Vlissingen
Agency for Maritime and Coastal Services
DAB Pilotage
Boulevard de Ruyter 2
4381 KA Vlissingen, Netherlands

Phone (24/7)	+31 (0)118 42 45 40
Mobile (24/7)	+32 (0)473 89 70 02
Administration	+31 (0)118 42 45 04
Website	www.loodswezen.be
Electronic system	APICS2, ENIGMA+ & LIS21
E-mail	for commanders only
via Wandelaar	orderpilot@loodswezen.be
via Steenbank	scheldepilot@loodswezen.nl

Pilot request service for Dutch Scheldt ports
Dutch Pilotage Service
Boulevard de Ruyter 8
4381 KA Vlissingen, Netherlands

Phone (24/7)	+31 (0)118 48 95 09
Mobile (24/7)	+31 (0)118 41 23 21
Administration	+31 (0)118 48 95 00
Website	www.loodswezen.nl
Electronic system	ENIGMA+ & LIS21
E-mail	for commanderss only
	scheldepilot@loodswezen.nl

HARBOUR MASTER'S OFFICES

Antwerp Harbour Master's Office

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

Ghent Harbour Master's Office

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

Zeebrugge Harbour Master's Office

Address	Isabellalaan 1, 8380 Zeebrugge, Belgium
Harbour Master's phone	+32 (0)50 54 32 40
Lock Master's phone	+32 (0)50 54 32 31
E-mail	HKD.zeebrugge@portofantwerpbruges.com
Website	www.portofantwerpbruges.com

Ostend Harbour Master's Office

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

Zeeland Seaports Port Authority

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

GLOSSARY

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

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

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

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

UKZ	Zelzate Lookout
UTC	Universal Time Coordinated
VBS	verkeersbegeleidend systeem (traffic management system)
VCZB	Traffic Centre Zeebrugge
VHF	Very High Frequency
VTS	Vessel Traffic Services
VTS-SG	Vessel Traffic Services - Scheldt Area
W	west(ern)
WA	Wandelaar Approach
WESP	Western Scheldt Planner
WETREP	West European Tanker Reporting System
WGS84	World Geodetic System 1984
WNA	Wandelaar Approach
WWNWS	World Wide Navigation Warning Service