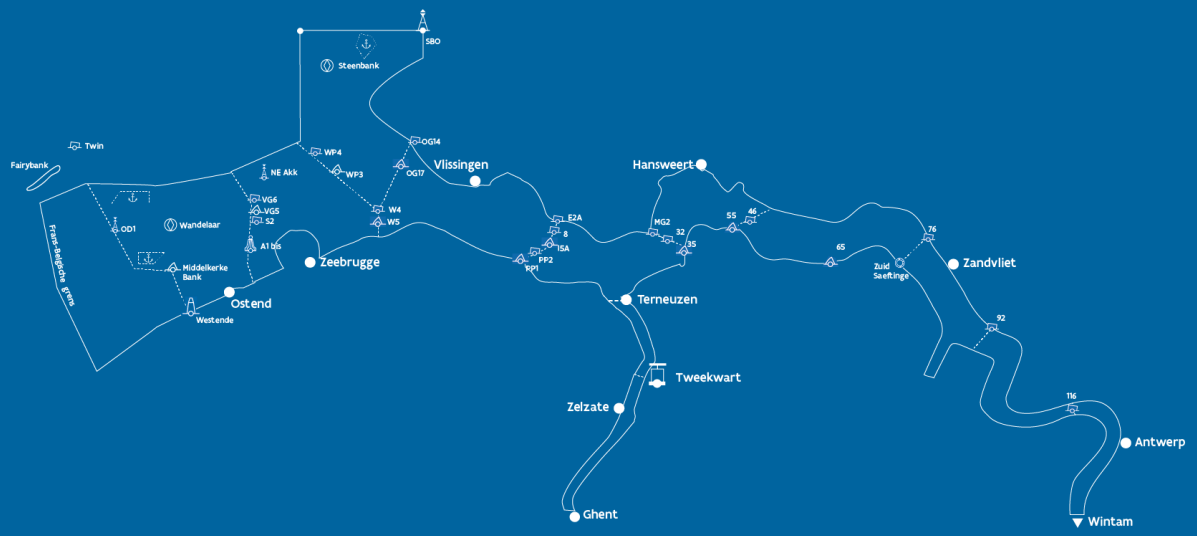
VHF PROCEDURES

For safe and smooth shipping
in the Scheldt area



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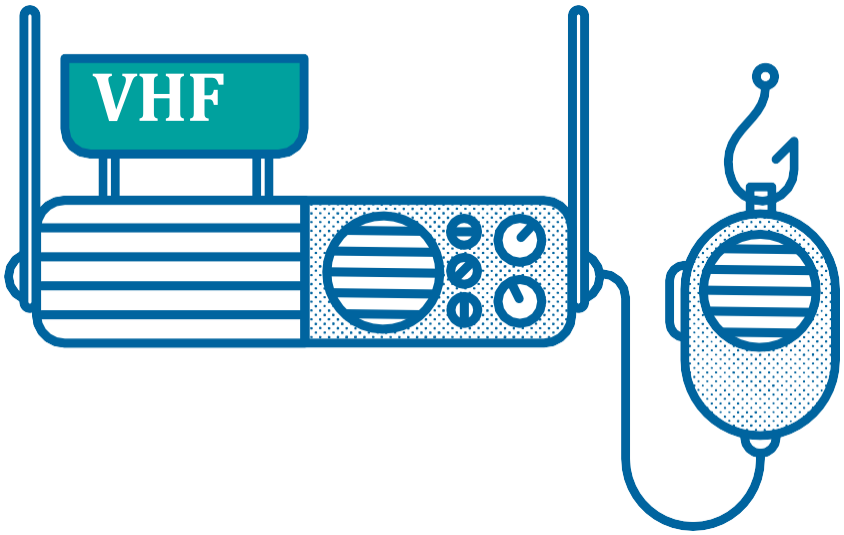
Nov 2026

FOREWORD

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

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

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



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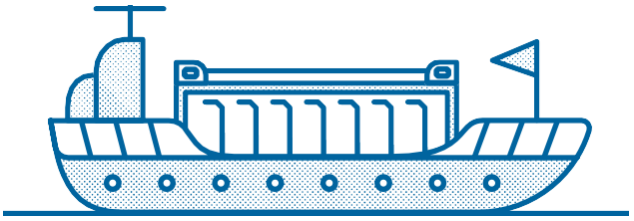


1 Definitions

Compulsory listening watch

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

Port information

Information about bridges, berths and lock schedules.

Shore Based Pilotage (LOA)

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

Overflow function

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

Radar channel

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

Instruction

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

Traffic arrangement

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

VTS centre

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

Traffic participant

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

Traffic information – general

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

VTS operator

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

Compulsory reporting

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

Operating area

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

Self-regulation

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

2 Purpose of a Vessel Traffic Service (VTS)

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

A VTS is responsible for:

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

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

3 Operating philosophy

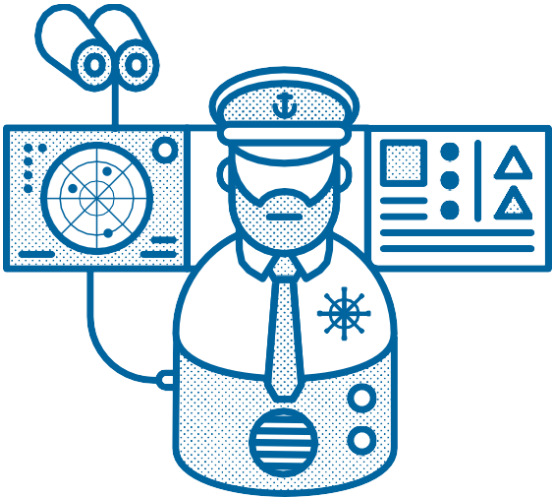
If users of VHF channels do not adhere to radio discipline, crosstalk occurs. This crosstalk, also called noise, disrupts normal VHF traffic and creates questions that are detrimental to safety. To avoid crosstalk on the VHF channels, VHF users must comply with the following rules:

- All conversations by the VHF must be **short, pertinent and clear** and take place on the **correct channel (radio discipline)**.
- All VHF installations must transmit at a maximum power of **1 watt**.
- In the Scheldt area, **compulsory reporting** and a listening watch apply to all **commercial shipping**.
- **Recreational vessels** with a VHF installation on board are subject to a compulsory listening watch, but not to compulsory reporting (see brochure on VHF sectors in the Scheldt area).
- It is **mandatory to listen** to the traffic channel at all times. At busy times or under other circumstances, a radar channel can serve as an **overflow**.
- When VTS operators foresee bottlenecks or dangerous situations, they actively intervene to prevent problems. The VTS operators exercise their powers to issue a **warning, information, advice or traffic instructions**.
- Without prejudice to the powers of the Flemish and Dutch governments in order to ensure the safe and smooth handling of shipping, the **ultimate responsibility** for navigation always rests with the **captain/traffic participant**.
- **Traffic arrangements** between vessels, such as passing or overtaking not in line with the applicable navigation rules, are made between the vessels. When crossing, vessels usually refer to the colour of the side lights. For example: ‘We pass green to green.’ When overtaking, vessels usually refer to the side, for example: ‘I'm overtaking on port/starboard.’ This is part of the traffic regulating character.
- All traffic participants and VTS operators must adhere to these prescribed VHF procedures.

3.1 Radio discipline by participants in VTS-Scheldt area

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

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



4 Language

4.1 Language check

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

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

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

4.2 All shipping

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

4.3 Inland passenger vessels

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

5 Indicators

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

This concerns the following eight indicators:

MESSAGE MARKERS

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

6 Navigational assistance

The traffic participant announces when navigational assistance should be started and stopped by a request on the radar channel. To do so, the term **'navigational assistance'** is always used.[1]

A VTS operator can also initiate the use of (parts of) navigational assistance himself when deemed necessary.

- The VTS operator will confirm that the vessel requires navigational assistance.
- In addition, the VTS operator will ask, particularly to seagoing vessels, whether additional information related to **navigation into a fairway** is requested (i.e. track is parallel/ diverging/converging with/from/to reference line).
  - Answer no: the VTS operator does not include additional information.
  - Answer yes: the VTS operator provides additional information.
- The traffic participant will then receive an **initial message** with the following elements:
  - Understood.
  - Own position of the vessel which requested navigational assistance according to the longitudinal/transverse method or the Bearing and Distance method (B&D method).
  - A relevant traffic image of the vessels in the vicinity.
- The VTS operator will also provide **updates** with the following content:
  - Own position of the vessel according to the longitudinal/transverse or B&D method.
  - Target is to provide this information at least once per buoy or every 2 buoys according to the estimation of the VTS operator.
  - Update of the relevant[2] traffic situation, including in adjacent areas. Extra attention is paid to overtaking and crossing traffic.
  - Any relevant passing distances if applicable.
- Traffic arrangements should, at all times, be made on the traffic channel.

[1] No action will be taken upon a request for assistance if it is reported with the wording 'stand by' or 'I am listening' on the radar channel.

[2] The information (traffic, specific characteristics, etc.) relevant for the traffic participant receiving navigational assistance to provide necessary information to ensure up-to-date traffic image for smooth, safe and efficient navigation.

Explanation

- Traffic participants must **communicate in a timely manner** that they wish to deviate from a route.
- In case of **navigational assistance**, the VTS operator provides an overview of the current traffic situation, possibly supplemented with developing situations and encounters.
- The position of a vessel underway is given by the position of the vessel's bow in relation to a fixed object ahead or in bearing and distance. For a vessel in a fixed position, centre of the track or radar-echo will be used.
- The **passing distance** is the distance between two vessels, or between a vessel and an obstacle. The passing distance is only reliable provided the ground course remains the same.
- A **vessel's course over ground** is the direction of a movement over ground relative to true north.
- The **distance between two vessels** is the shortest distance measured. For vessels on an opposite course, this is the bow-to-bow distance and for overtaking this is the distance between bow and stern.
- The **distance abeam of a buoy, beacon or obstacle** is the distance from the vessel's bow to an object, perpendicular to the fairway.
- The **distance to a navigation mark** is the shortest distance to the navigation mark.
- The terms **'ingoing'** and **'outgoing'** are used east of the Schone Waardin.
- In the approach areas and the flushing roads the terms **'inbound'** and **'outbound'** are used.
- To indicate a position before or beyond a certain point we use **'above'** or **'below'**.
- If VTS operators must provide information about a part of the area that is **not covered by the radar** and for which no visual information is available, they will make this known to the traffic participant requesting the information.
- **Position information** is always given relative to known reference points. These points are conspicuous, known and can be found on the nautical chart.
- A **bearing** between two known points is the horizontal angle to True North and the bearing point. The numbers are pronounced one by one.
- **Distances** are given up to a tenth of a kilometre or a tenth of a nautical mile (also referred to as a 'cable'). If confusion is possible – for example, with the English numbers *'fifty'* and *'fifteen'*– the numbers are pronounced separately.
- **Names of buoys and marks** should not be translated. They are pronounced as they appear on the nautical chart. For example, W6 is Whiskey 6.
- **When buoys are in line**, two successive buoys that indicate a curve in a fairway align with the bow of the vessel.
- **Position reports** can be given in two ways: with the longitudinal-transverse method or

using bearing and distance. The VTS operator can supplement this with the ground course and the ground speed. The intervals between the reports depend on the traffic situation, the speeds of vessels, the meteorological conditions, the navigational hazards, etc.

- A **longitudinal/transverse position report** comprises on the one hand the point to which the vessel has progressed in the longitudinal direction of the fairway and on the other hand the distance of the vessel in a transverse direction, measured from the locally usual reference line. That is, for example, the fairway limit, the leading lights, the shore… The distance in transverse direction may also be expressed in 1/3 red, 1/3 green or midfairway. If the distance is less than 1/3 fairway, the distance is expressed in metres to the limit of the fairway. The measurements are always referred to the SB side of the vessel. If this is not possible because there is no reference, the VTS operator will explicitly state this.
- A **position report by bearing and distance** is taken from the position of the bow of the assisted vessel in relation to a known point.
  The VTS operator can provide the ground course and ground speed. If the vessel is sailing parallel with, diverging from or converging into the reference line, this will be stated.
- When VTS operators (on request) **provide position reports when anchoring**, they agree relative to which point or anchor position the reports will be made. This can be an anchorage as indicated on the chart or a position chosen by the captain or pilot. The VTS operator informs the vessel by providing bearing and distance (B&D) from the bow of the vessel to the anchorage, including speed over ground.
  The following standard is used for the reporting frequency:
  - Distance greater than 1500 m: B&D every 500 m
  - Distance 1500 tot 500 m: B&D every 200 m
  - Distance 500 tot 200 m: B&D every 100 m
  - From 200 m: B&D every 50 m.

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

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7 VHF channels

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

7.1 Traffic channels

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

7.2 Radar channels

- Traffic information
- Navigational assistance
- Compulsory reporting
- Port information (if no port information channel is available)

7.3 Emergency channel (VHF67)

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

7.4 Port information channel (Port Operations)

- Information about berths, locks, waiting quays, anchorages, service providers…

7.5 Other channels

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

8 VHF Sectors

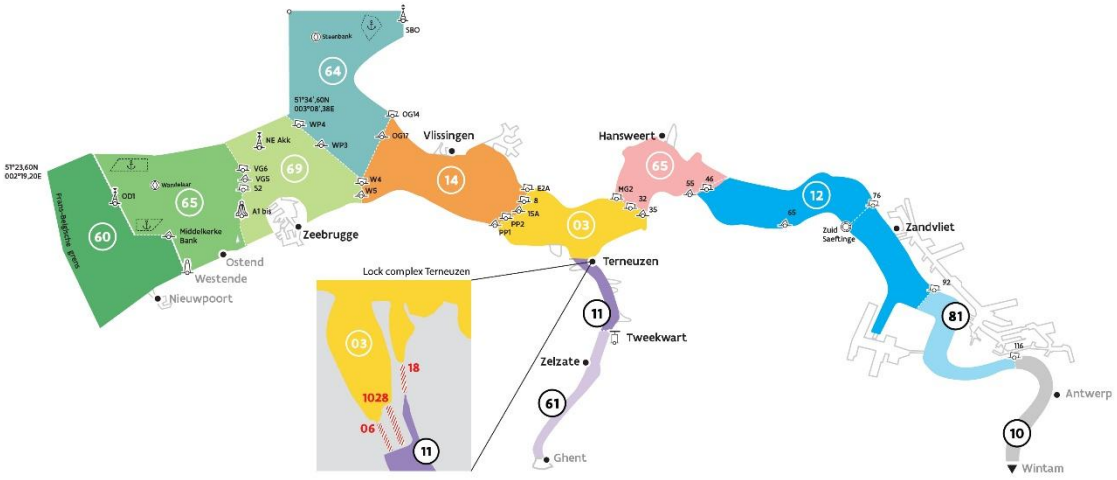
8.1 Area description traffic channels

WANDELAAR APPROACH	Border Belgium-France from the Flemish coast 51°23.60N 002°19.20E/51°25.95N 002°27.50E via buoy OD1, 51°19.60N 002°31.50E, buoy Middelkerke Bank to tower Westende on the coast.
TRAFFIC CENTRE WANDELAAR	From the Flemish coast, tower Westende over buoy Middelkerke Bank, 51°19.60N 002°31.50E, buoy OD1 to 51°25.95N 002°27.50E/51°28.75N 002°56.00E via the S2 to Obst 14 to the coast.
TRAFFIC CENTRE ZEEBRUGGE	51°28.75N 002°56.00E to 51°34.60N 003°08.38E to WP4, W4, W5, follow coast over harbour heads Zeebrugge, coastline, OBST14, meridian over buoy A1BIS, S2, VG6.
TRAFFIC CENTRE STEENBANK	From the coast of Walcheren via the meridian Domburg (003°30.00E) to buoy SBO, via parallel SBO to 51°50.00N 003°08.38E to 51°34.60N 003°08.38 E (via WP4), W4, OG17/OG14, to the coast off Walcheren.
TRAFFIC CENTRE FLUSHING	W5 via the coastline to the line 15A E2A via the coastline over the Sloehaven piers, the outer harbour and the Michiel de Ruyterhaven to lines OG14, OG17, W4, W5 to the coast.
TRAFFIC CENTRE TERNEUZEN	Line 15A/E2A via the coastline to the corner of Baarland MG2/32/35 via the coastline, including the outer port of Terneuzen to line 15A/E2A.
VTS TERNEUZEN	North Sea Locks to Tweekwart on the main channel
VTS GENT	From Tweekwart to Meulestede bridge / entrance Grootdok
TRAFFIC CENTRE HANSWEERT	The line 35/32/MG 2 Hoek van Baarland along the banks, including the outer harbour of Hansweert, to the line across SvV4 perpendicular to the fairway, to the line 46/55, over this line to the coast, along the banks to 35.
VTS ZANDVLIET	The line 55/46, to the line across SvV4 perpendicular to the fairway, over this line to the coast, along the banks to the line across buoy 92 perpendicular to the fairway.
VTS KRUISSCHANS	The line across buoy 92 to the line across buoy 116, both perpendicular to the fairway.

8.2 Traffic channel functions

FUNCTIONS									
CALL SIGN	VHF	Compulsory reporting	Traffic arrangements	Instructions	Shore Based Pilotage (LOA)	Traffic information general	Heli-piloting	Scheldt Shipping Report	Port, bridge and lock information
Wandelaar Approach	60	X	X	X	X	X	X		
Traffic centre Wandelaar	65	X	X	X	X	X	X		
Traffic centre Zeebrugge	69	X	X	X	X	X		X	
Traffic centre Steenbank	64	X	X	X	X	X			
Traffic centre Flushing	14	X	X	X	X	X		X	
Traffic centre Terneuzen	03	X	X	X		X			X
VTS Terneuzen	11	X	X	X		X		X	X
VTS Gent	61	X	X	X		X			X
Traffic centre Hansweert	65	X	X	X		X			X
VTS Zandvliet	12	X	X	X		X		X	
VTS Kruisschans	81	X	X	X		X			

Traffic channels



8.3 Area description radar channels

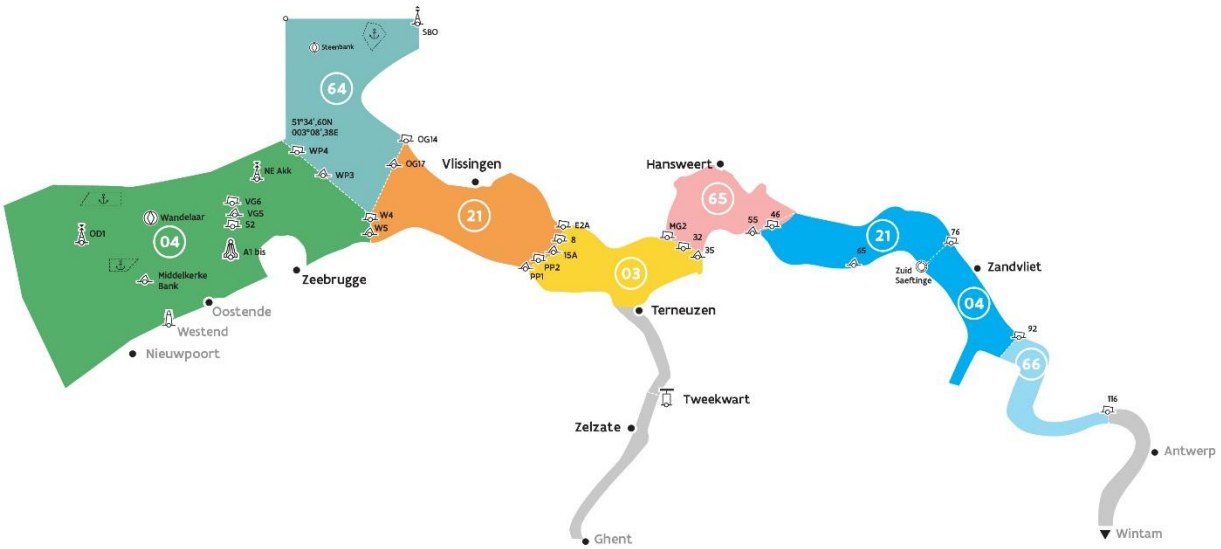
A radar channel has an overflow function in relation to the traffic channel, where accessibility on the traffic channel remains mandatory. This means that the overflow channel is used to relieve the traffic channel – for example, when providing navigational assistance or holding other lengthy conversations.

RADAR ZEEBRUGGE	Border Belgium-France coast to 51°23.60N 002°19.20E to 51°25.95N 002°27.50E to 51°28.75N 002°56.00E to 51°34.6N 003°08.38E (via WP4), W4, W5, follow coast over Zeebrugge and Ostend piers to Belgium-France border.
TRAFFIC CENTRE STEENBANK	From the coast of Walcheren via the meridian Domburg (003°30.00E) to buoy SBO, via parallel SBO to 51°50.00N 003°08.38E to 51°34.60N 003°08.38E (via WP4), W4, OG17/OG14, to the coast off Walcheren.
RADAR FLUSHING	W5 via the coastline to the line 15A E2A via the coastline over the Sloehaven piers, the outer harbour and the Michiel de Ruyterhaven to lines OG14, OG17, W4, W5 to the coast.
RADAR TERNEUZEN	Line 15A/E2A via the coastline to the corner of Baarland MG2/32/35 via the coastline, including the outer port of Terneuzen to line 15A/E2A.
RADAR HANSWEERT	The line 35/32/MG 2 Hoek van Baarland along the banks, including the outer harbour of Hansweert, to the line across SvV4 perpendicular to the fairway, to the line 46/55, over this line to the coast, along the banks to 35.
RADAR SAEFTINGE	Buoys 55/46, to the line across buoy SvV4 perpendicular to the fairway, to beacon South Saeftinge/buoy 76.
RADAR ZANDVLIET	Beacon South Saeftinge/76 to the line across buoy 92, perpendicular to the fairway.
RADAR KRUISSCHANS	The line across buoy 92 to the line across buoy 116, both perpendicular to the fairway.

8.4 Radar channel functions

FUNCTIES							
ROEPNAAM	VHF	Supervision LNG shipping	Traffic information general	Compulsory reporting	Navigational assistance	Shore Based Pilotage	Port information
Radar Zeebrugge	04	X	X		X	X	X
Traffic Centre Steenbank	64				X		
Radar Flushing	21			X	X		X
Radar Terneuzen	03				X		
Radar Hansweert	65				X		
Radar Saeftinge	21				X		
Radar Zandvliet	04				X		
Radar Kruisschans	66				X		

Radar channels



8.5 Pilotage channels

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

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

Pilot services Flushing Roads		
VHF 40	Pilot Services Flushing Roads	

8.6 Ghent – Terneuzen sector

VTS Terneuzen	VHF 11	Dutch part until Tweekwart
VTS Gent	VHF 61	Flemish part from Tweekwart

Functions:

- Traffic arrangements
- Traffic information general
- Instructions
- Compulsory reporting
- Lock information
- Bridge information

8.7 Zeebrugge port area

Radar Control Zeebrugge	VHF 19	x Administrative, notification on arrival and departure x SWATH intake for vessels departing from Zeebrugge

8.8 North Sea Port information channel

North Sea Port	VHF 5	North Sea Locks Terneuzen to Grootdok and connecting harbour docks	Exchange of port and berthing information

8.9 Antwerp port information channel (Port Operations)

SID Antwerpen	VHF 19	Buoys 32 / 35 to Wintam lock	Exchange of port information and administrative calls

8.10 Area above buoy 116

Above buoy 116: use VHF channel 10. Traffic participants reach agreements among themselves.

9 COMPULSORY REPORTING COMMERCIAL SHIPPING

9.1 Inbound from Sea, inbound roads and river

LOCATION	REPORT	TO	VHF	PARTICULARS
30' before border VTS- Scheldt area	Vessel name + position + draft + destination + ETA pilot station + intake SWATH/jol	WNA TCW TCZ	60 65 69	
30' before border VTS- Scheldt area	Vessel name + position + draft + destination + ETA pilot station + intake SWATH/jol	TCS	64	Instruction for sailing, with compulsory pilotage report 5' from Steenbank pilot station
PILOT STATION WANDELAAR OPERATES ON VHF 65 PILOT STATION STEENBANK OPERATES ON VHF 64				
Steenbank	Route West Round	TCS	64	
SBZ	Vessel name + position + ETA VR	TCS	64	North inbound
SWA	Vessel name + position + ETA VR	TCW	65	West inbound
A1 bis / S2 / VG6 / NE-Akkaert / WP4	Vessel name + position + ETA VR if not yet reported	TCZ	69	
OG17 / W5	Vessel name + position (+ pilot change information)	VCVL	14	
Flushing Roads	Vessel name + ETA destination + route	VCVL	14	At passage Flushing Roads
15A / E2A	Vessel name + position	VCTN	03	
35 / MG 2	Vessel name + position	VCHW	65	Seagoing vessels: compulsory listening watch VHF 19
55	Vessel name + position	VTSZV	12	
65	Vessel name + position	VTSZV	12	Seagoing vessels destination Antwerp
South Saeftinge	Vessel name + position + destination	VTSZV	12	Only seagoing vessels
92	Vessel name + position	VTSXS	81	

9.2 Outbound river/roads, outbound to sea

LOCATION	REPORT	TO	VHF	PARTICULARS
Buoy 116, or when leaving the lock or port, and before last lines are released from quays or jetty	Vessel name + destination + manoeuvre	VTSXS	81	
Buoy 116, or when leaving the lock or port, and before last lines are released from terminal or jetty	Vessel name + destination + manoeuvre	VTSZV	12	
92	Vessel name + destination	VTSZV	12	
South Saeftinge	Vessel name + ETA passage Flushing	SID Antwerp	19	Only seagoing vessels
46	Vessel name + position	VCHW	65	
32	Vessel name + position	VCTN	03	
8/E2A/PP2	Vessel name + position + pilotage information	VCVL	14	
Flushing Roads	Vessel name + position + route	VCVL	14	At passage Flushing Roads
OG14 / WP4	Vessel name + position + direction after pilot disembark + ETA + info SWATH operable	TCS	64	
W4	Vessel name + position + route + ETA Pilotstation WN + info SWATH operable	TCZ	69	
VG6-S2-A1bis	Vessel name + position + Route (if N-out)	TCWN	65	Vessel under pilotage report to West Post at meridian A1
OD1	Vessel name + position	WNA	60	

9.3 Compulsory reporting before participation in the traffic flow

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

AREA	VTS CONTROL CENTRE	VHF	PARTICULARS
Zeebrugge	Radar Control	19	Before departure from the berth
Zeebrugge	Traffic Centre Zeebrugge	69	
Zeebrugge	Traffic Centre Wandelaar	65	
Zeebrugge	Wandelaar Approach	60	In the port of Nieuwpoort, departure from the quay
Flushing	Traffic centre Steenbank	64	Before heaving anchor
Flushing	Radar Flushing	21	Supplying voyage information, no traffic information
Flushing	Traffic centre Flushing	14	
Terneuzen	Traffic centre Terneuzen	03	
KGT: Terneuzen – Tweekwart	VTS Terneuzen	11	Before departure from the berth
KGT: Tweekwart - Gent	VTS Gent	61	Before departure from the berth
Hansweert	Traffic centre Hansweert	65	
Antwerp	SID Antwerp	19	Seagoing vessels and inland passenger vessels
Antwerp / departure above buoy 116	VTS Zandvliet	12	All vessels, when leaving the lock or before last lines are released from terminal or jetty + manoeuvre
Antwerp	VTS Kruisschans	81	All vessels when leaving a lock, port, or dock, or before last lines are released from jetty, mooring posts, or quay

9.4 Exiting the traffic flow

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

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

9.5 Inbound Canal from Ghent to Terneuzen

LOCATION	REPORT	TO	VHF	PARTICULARS
Locks Terneuzen	Vessel name + position + destination	VTS TN	11	When leaving the lock
Before unmooring from berth	Vessel name + position + draft + destination	NSP	5	Seagoing vessels only
At departure from berth	Vessel name + position + destination	VTS TN VTS Gent	11 61	Timely notification at departure and/or shifting
Sluiskil bridge	Vessel name + position	VTS TN	11	
Tweekwart	Vessel name + position	VTS Gent	61	
Sas van Gent bridge	Vessel name + position	VTS Gent	61	
Zelzate bridge	Vessel name + position	VTS Gent	61	
Sifferdok	Vessel name + position	VTS Gent	61	Through traffic
Upon entering VTS Gent from secondary fairway (Ringvaart, Moervaart, ..)	Vessel name + position + destination	VTS Gent	61	
After mooring	Vessel name + position	NSP	5	Seagoing vessels only

9.6 Outbound Canal from Ghent to Terneuzen

LOCATION	REPORT	TO	VHF	PARTICULARS
Before unmooring from the berth	Vessel name + position + draft + destination	NSP	5	Seagoing vessels only
At departure from berth	Vessel name + position + destination	VTS Gent VTS TN	61 11	Timely notification at departure and/or shifting
When exiting Grootdok	Vessel name + position	VTS Gent	61	
Upon entering VTS Gent from secondary fairway (Ringvaart, Moervaart, ..)	Vessel name + position + destination	VTS Gent	61	
SIDMAR South	Vessel name + position	VTS Gent	61	
Zelzate bridge	Vessel name + position	VTS Gent	61	
Sas van Gent bridge	Vessel name + position	VTS Gent	61	
Tweekwart	Vessel name + position	VTS TN	11	
Sluiskil bridge	Vessel name + position	VTS TN	11	
After mooring	Vessel name + position	NSP	5	

10 Scheldt Shipping Reports

10.1 Basic principles

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

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

10.2 Area description, VHF channels and times

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

10.2.1 Traffic centre Zeebrugge

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

- On channel 69 in Dutch, every hour + 10’
- On channel 69 in English, every hour + 40’ (information for vessels constrained by draft or length)
- On channel 60 and 04 in English, every hour + 15’

10.2.2 Traffic centre Flushing

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

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

10.2.3 Traffic centre Zandvliet

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

- On channel 12 in Dutch, every hour + 30’

10.2.4 VTS Terneuzen and VTS Ghent

Area Canal Ghent to Terneuzen and Terneuzen lock complex

- On channel 11 in Dutch, every hour + 0’
- On channel 61 in Dutch, every hour +55’

11 Abbreviations

ETA	Expected Time of Arrival
GHs KWI	Significante Golfhoogte Kwintebank (Significant Wave Height Kwintebank)
GNA	Gemeenschappelijke Nautische Autoriteit (Joint Nautical Authority)
GNB	Gemeenschappelijk Nautisch Beheer (Joint Nautical Management)
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	International Maritime Organization
KGT	Ghent-Terneuzen Canal
LOA	Shore based pilotage
MFBI	Marifoonblokindeling (VHF sectors)
NSP	North Sea Port
ODY	Buoy Oostdyck
SID	Schelde Informatie Dienst (Scheldt Information Service)
SMCP	Standard Marine Communication Phrases
SSR	Scheldt Shipping Reports
SWATH	Small Waterplane Area Twin Hull
TCS	Traffic centre Steenbank
TCW	Traffic centre Wandelaar
TCZ	Traffic centre Zeebrugge
VHF	Very High Frequency
VCHW	Verkeerscentrale Hansweert (Traffic centre Hansweert)
VCTN	Verkeerscentrale Terneuzen (Traffic centre Terneuzen)
VCVL	Verkeerscentrale Vlissingen (Traffic centre Flushing)
VCZB	Verkeerscentrale Zeebrugge (Traffic centre Zeebrugge)
VR	Flushing Roads
VTS	Vessel Traffic Services
VTS Gent	Vessel Traffic Services Ghent
VTS TN	Vessel Traffic Services Terneuzen
VTS-SG	Vessel Traffic Services Scheldt Area
VTS XS	Vessel Traffic Services Kruisschans
VTS ZV	Vessel Traffic Services Zandvliet
WNA	Wandelaar Approach

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