



H2

ZEEBRUGGE

BLANKENBERGE

OOSTENDE

H1

NIEUWPOORT

# guide

... on the water

E 7° 40' E 7° 50' E 8° 00' E 8° 10' E 8° 20'

This brochure is meant as a guide for water activities. The focus is on everything to do with sailing, but other activities as well are discussed in this guide.

The abundance of rules and regulations often puts off sailing enthusiasts. For this reason we briefly present these regulations and refer the interested reader to further information.

Not only the strictly regulatory provisions are discussed. The text also deals with a whole series of recommendations and pieces of advice, often based on the practical experience of experienced sailing enthusiasts. These good practices will ensure a safe and above all pleasant, carefree trip.

We wish you pleasant reading and of course a safe voyage.



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## LIST OF ABBREVIATIONS

<b>NtS</b>	Notices to Skippers
<b>NtM</b>	Notices to Mariners
<b>Bft</b>	Beaufort (wind force scale)
<b>BIPT</b>	Belgian Institute for Postal services and Telecommunications
<b>CE</b>	Declaration of conformity (Conformité Européenne)
<b>CoS</b>	Certificate of Seaworthiness
<b>ENI</b>	European Number of Identification
<b>L</b>	Length of the vessel, i. e. the length of the hull without any projections such as the bowsprit and flag pole.
<b>LOA</b>	Length overall, i.e. including all projections
<b>ICC</b>	International Certificate of Competence
<b>IMO</b>	International Maritime Organisation
<b>MRCC</b>	Maritime Rescue and Coordination Centre
<b>STCW</b>	Standards of Training, Certification and Watchkeeping
<b>V</b>	Maximum speed of the vessel (km/h)



## FURTHER INFORMATION

Boxed numbers refer to additional information and have the following meaning:

- 1 Vademecum van de pleziervaart in België (Vade Mecum of Pleasure Crafts in Belgium) >> [www.mobilit.fgov.be](http://www.mobilit.fgov.be)
- 2 De pleziervaart op de bevaarbare waterwegen in Vlaanderen (Pleasure Crafts on navigable waterways in Flanders) >> [www.wenz.be](http://www.wenz.be)
- 3 La navigation de plaisance en Région Wallonne (Pleasure Crafts in the Walloon Region) >> <http://voies-hydrauliques.wallonie.be/opencms/opencms/fr>
- 4 Promotion Office for Inland Navigation in Flanders >> [www.waterrecreatie.be](http://www.waterrecreatie.be)
- 5 'Varen' magazine >> [www.varen.be](http://www.varen.be)
- 6 E. Coenen: Veilig varen. Complete gids voor zeil- en motorjachten (Safe Navigation. Complete Guide to Sailing and Motor Yachts). Naviclass, 2008

# OVERVIEW TABLE

## WHAT DO YOU NEED TO BE ALLOWED TO SAIL?

The answer depends on:

- **where** you want to go sailing (the sailing area; e.g. the sea or certain inland waterways)
- the **vessel** which you go sailing with (type, length, engine power, speed ...)
- certain additional **circumstances**

You will find an overview table below. Where necessary, the table will be explained further in the text.



<sup>(6)</sup> Vessels measuring more than 24 m in length, used for angling at sea with passengers and carrying more than 12 paying passengers are not considered pleasure craft and require that the operator is in the possession of a sea certificate.

<sup>(6)</sup> Except Lower Sea Scheldt.

<sup>(6)</sup> Except Upper Sea Scheldt, Grensleie and Common Meuse.

<sup>(4)</sup> These are inland waterways with a maritime character.

		SAILING AREA					
		TERRITORIAL SEA COASTAL PORTS	FLEMISH REGION		BRUSSELS-CAPITAL REGION	SAILING AREA WALLOON REGION	
			Beneden Zeeschelde, Haven van Gent, Gent-Terneuzen, Zeebrugge-Brugge	Overige			
		IF	OPERATOR				
pag. 11	<b>Steering certificate</b>	length $\geq$ 15 m OR speed $>$ 20 km/h	Not required	YES	YES	YES	YES
pag. 12	<b>Radio telephonist certificate</b>	marine telephone	YES	YES	YES	YES	YES
			VESSEL				
pag. 13	<b>Registration plate</b>	Pleasure boating, except: sailboard, inflatable boat not to be used with an engine, raft	NO	YES	YES	YES	YES
pag. 14	<b>Velocity number</b>	Speed $>$ normal permissible speed	NO	YES	YES	YES	YES
pag. 14	<b>Tonnage certificate for inland vessels</b>	length $\geq$ 15 m	NO	YES	YES	YES	YES
pag. 13	<b>Community certificate</b>	length $\geq$ 20 m	NO	YES	YES	YES	YES
pag. 15	<b>Certificate of registration</b>	2,5 m $\leq$ length $\leq$ 24 m, except: angling at sea with paying passengers <sup>(4)</sup>	YES	YES	NO	NO	NO
pag. 13	<b>Certificate of Seaworthiness</b>	Commercial certificate of registration	YES	YES	NO	NO	NO
pag. 15	<b>Declaration of conformity</b>	2,5 m $\leq$ length $\leq$ 24 m <sup>(6)</sup> AND on the market after 16. 06. 1998	YES	YES	YES	YES	YES
pag. 13	<b>Circulation tax</b>	length $>$ 7,5 m	YES	YES	NO	NO	NO
pag. 13	<b>Permit for radio-electrical equipment</b>	marine telephone	YES	YES	YES	YES	YES
pag. 16	<b>Waterway vignette</b>	length $>$ 6 m OF speed $>$ normal permissible speed	NO	YES <sup>(4)</sup>	YES <sup>(4)</sup>	NO	NO
pag. 14	<b>Navigation permit</b>		NO	NO	NO	NO	YES

# OPERATOR

## INTERNATIONAL CERTIFICATE OF COMPETENCE (ICC)

International documents are gradually replacing national certificates. There are plans to make it possible to obtain an International Certificate of Competence (ICC) in Belgium in the course of 2010. This will facilitate sailing and chartering abroad.

## AGE

- The minimum age requirements for operating a vessel depend on the length, speed and engine power of the vessel.
- The minimum age is 18 years if the vessel measures 15 m or more in length or if the motor vessel is capable of sailing at speeds in excess of 20 km/h ( $L \geq 15$  m or  $V > 20$  km/h).
- In the other cases ( $L < 15$  m and  $V \leq 20$  km/h), the minimum age is defined by the engine power:
  - no engine: no minimum age requirements;
  - engine power  $< 7.355$  kW (10 HP): minimum 16 years of age;
  - engine power  $\geq 7.355$  kW (10 HP): minimum 18 years of age (or 16 years if accompanied by adult aged 18 or over)
- There are no minimum age requirements at sea.

**NOTE:** The operator of a pleasure boat needs to be able to keep his boat under control at any given time, even if there are no requirements as to minimum age etc. in certain cases.



## SAILING CERTIFICATES ①

### General and restricted steering certificate

- Required on inland waterways if your vessel is larger than 15 m or is capable of sailing at speeds in excess of 20 km/h when using the engine.
- There are two types of steering certificates:
  - the **general** steering certificate, valid for all inland waterways;
  - the **restricted** steering certificate, only valid for some inland waterways (this certificate is NOT valid for the Lower Sea Scheldt).
- Some official foreign certificates are equivalent.
- You can obtain a steering certificate if you meet four conditions:
  1. **minimum** age of 18 years;
  2. certificate of **medical fitness**;
  3. passing a **theory exam** with multiple-choice questions. Examples can be found on website ① or ⑤
  4. sufficient **practical experience**.
- The entire procedure goes quickly when registering via a recognised federation.
- Some other Belgian certificates are equivalent.

**NOTE:** Even if a steering certificate is not required, you need to know and respect the regulations.



### Certificate of yachtsman / yacht navigator ①

- A certificate is not required to sail at sea. There nevertheless official certificates exist, which you can obtain by passing an exam. It concerns the certificate of yachtsman (for coastal waters) and the certificate of yacht navigator (for sailing the open sea).

### STCW certificate

- If you are involved in commercial yachting (chartering), i.e. transport of passengers, you need to have an appropriate STCW certificate regardless of the number of passengers you transport.

### MARINE TELEPHONE CERTIFICATE

- The marine telephone is a device emitting electromagnetic waves (thus possibly audible to all) and correct use of this device is required to ensure smooth communications.
- As soon as you have a working marine telephone on board, you need to have a suitable certificate of radio telephonist to be allowed to operate this marine telephone ([www.bipt.be](http://www.bipt.be)).



## VESSEL

### CIRCULATION TAX

- The Direct Taxes Administration imposes a tax on pleasure craft measuring more than 7,5 m in length with a certificate of registration.
- In case of a registered second-hand vessel the tax decreases with each year of registration, subject to a minimum tax.

### CERTIFICATE OF SEAWORTHINESS (COS) ①

- This certificate demonstrates that the vessel was tested technically and meets the legal terms and conditions to sail at sea.
- The CoS is required at sea for pleasure craft used for rental or transport of maximum twelve passengers.
- The certificate is valid for five years.

### COMMUNITY CERTIFICATE AND ENI NUMBER ①

- Required for all vessels on inland waterways, including pleasure craft, measuring 20 m or more in length. These vessels also receive a European Number of Identification (ENI).

### REGISTRATION PLATE ①

- Required for pleasure craft on Belgian waterways.
- Not required for sailboards, rafts, inflatable boats not to be used with an engine.
- The plate is final and continues to belong to the pleasure craft even in case of sale.
- Foreign pleasure craft which have already been registered do not need an additional Belgian registration plate.

### IDENTIFICATION MARKS ①

- The vessel needs to bear identification marks. These marks have to be clearly visible and indelible.
- There is an overview on the website [www.mobiliteit.fgov.be](http://www.mobiliteit.fgov.be).

### TONNAGE CERTIFICATE FOR INLAND VESSELS ①

- Pleasure craft measuring 15 m or more in length also need to have a tonnage certificate in order to be allowed to sail on the inland waterways.
- The tonnage certificate is valid for fifteen years except in case of alterations, after which the vessel needs to be measured again. Extension of the validity can be applied for afterwards.

### CIRCULATION PERMIT ③

- Sailing enthusiasts sailing in the Walloon Region need to be in the possession of a 'permis de circulation' (circulation permit). This permit can be obtained free of charge (see ③ for a list of addresses). At these addresses you can also obtain a definitive identification number, the so-called 'NUMERO MET'.
- Pleasure craft with a registration plate which do not pass through sluices during their voyage do not need to have a circulation permit.

### REGISTER OF SEA-GOING SHIPS

- Pleasure craft with a certificate of registration have the possibility to register in the register of sea-going ships with the Ship Mortgage Registry in Antwerp. This is completely free of obligations, but features the following benefits:
  - ownership is registered;
  - possibility to register ship mortgage (useful in case of bank financing).

### SPEED NUMBER

- There is a speed limit on most waterways, but in some zones (see ② ③) you are allowed to sail faster.
- When sailing at high speed, you need to reproduce the number of the registration plate on both sides of the ship in sufficiently large letters.
- Foreign pleasure craft sailing at high speed need to fly their national flag and bear the letter code of the country of origin on the stem.

**NOTE:** If you intend to buy a vessel, water scooter or engine, check whether the correctly filled in declaration of conformity is present. Possibly ask for a copy of this document before concluding the sale. In this manner you avoid difficulties when applying for a registration plate or certificate of registration. A CE inspection can also be done by a 'notified body', but is very expensive.

### CERTIFICATE OF REGISTRATION ①

- This important document proves the nationality of the pleasure craft. It is required to be allowed to sail in the open sea, in foreign waters, in Belgian marine waters or on inland waterways with a maritime character.
- Only vessels measuring more than 2.5 m and less than 24 m in length can obtain a certificate of registration (also see 'sea certificate').
- The certificate of registration is valid for five years.
- A ship sailing under a foreign flag needs to be in the possession of the documents proving its nationality as required by the regulations of the country in question.
- There are two types of certificates of registration:
  - the non-commercial certificate of registration: must not be used for rented pleasure craft or transport of paying passengers
  - the commercial certificate of registration: for rental or transport of maximum twelve passengers. You can only obtain a commercial certificate of registration if you have a Certificate of Seaworthiness.

### DECLARATION OF CONFORMITY CE ①

- This declaration of the builder of the vessel demonstrates that the vessel, the engine or the water scooter is built in accordance with the European regulations.
- The declaration needs to be drawn up in the three official languages (D, F, G). It is provided by the seller depending on the date when the vessel, engine or water scooter entered the European market:
  - as of 16 June 1998 for pleasure craft
  - as of 1 January 2006 for water scooters
  - as of 1 January 2006 for engines, save two-stroke engines with spark ignition
  - as of 1 January 2007 for two-stroke engines with spark ignition

#### **NOTE:**

A non-commercial certificate of registration can also be issued to a company. Commercial or non-commercial only concerns the use of the vessel.



## [PERMIT FOR RADIO-ELECTRICAL EQUIPMENT](#)

You need a permit for radio-electrical equipment located on board that emits electromagnetic waves (e.g. for a marine telephone and a radar, but not for a GPS device, as the latter is a device that receives but does not send).

## [WATERWAY VIGNETTE](#)

- This is a vignette (sticker and card) that allows you to sail on the waterways of the Flemish Region. There are vignettes for longer and for shorter periods (e.g. holiday months)
- A vignette is not required for certain waterways: Grensleie, Lower Sea Scheldt, Communal Meuse.
- The requirement also applies to foreign vessels
- Ships measuring less than 6 m in length that do not sail at high speed are exempt from the vignette.
- The price depends on the length and the speed of the vessel and on the validity period.

## [SEA CERTIFICATE](#)

- Required for sailing in the open sea, in foreign waters or in Belgian maritime waters in the case of the following vessels:
  - vessels measuring more than 24 m in length;
  - vessels used for angling with paying passengers;
  - vessels used for transport of more than 12 passengers.



**TIP:** A swimming jacket and appropriate clothing are highly recommended.



# EQUIPMENT

## [EQUIPMENT REQUIRED FOR INLAND NAVIGATION](#) (except for canoe, kayak and sailboard)

- **Life-saving appliances:** lifeline (or cushion or jacket) for everyone on board; persons on jet boats must wear a life jacket.
- **Nautical instruments:** marine telephone for motor vessels with  $L > 7$  m
- **Equipment material** (except for jet boats): anchor or drag, pump or bailer, spare means of propulsion according to the type of vessel (paddles, oars, spare engine ... ), two ropes, at least equal to the length of the vessel, fire extinguisher for motor yachts.

## [EQUIPMENT REQUIRED FOR MARITIME NAVIGATION](#)

### [Pleasure craft, except for canoe, kayak and sailboard](#)

- **Life-saving appliances:** lifeline for everyone on board, luminous lifebuoy if the vessel goes sailing at night, sufficient distress signals, including flares;
- **Nautical instruments:** foghorn, magnetic compass, navigation lights, plumb line;
- **Equipment material:** anchor, pump or bailer, sufficient number of oars and tholes, 20 m of hawser for various works, fire extinguisher for motor yachts, hammer, boathook, electrical lamp suitable for giving light signals, full set of sails for sailing yachts.
- **Medical equipment and dressing material:** waterproof box containing dressing material and other usual pharmaceutical products.
- **Documents:** Certificate of registration, copy of the insurance policy, tidal booklet, updated sea charts.

### [Canoe and kayak](#)

- **Life-saving appliances:** inflatable life buoy or inflatable cushions;
- **Nautical instruments:** small foghorn or double-tone flute.
- **Equipment material:** spare paddle in case of a single seater, at least 10 m of boat rope, inflatable triangular air cushions in the front and in the back for collapsible boats, grappling iron, and, if applicable, the distinguishing mark of the association to which they belong or of which the owner is a member.
- **White light:** when it's dark, you have to make yourself visible with a white light to prevent possible collisions.

### Sailboard

- Life-saving appliances: wearing an isothermal suit;
- Equipment material: two hand flares, mast securing system on the board

**TIP:** Wearing an isothermal suit and being in the possession of two hand flares are also highly recommended for kite boards (kite surfing).

**TIP:** A means of communication in a waterproof bag (mobile phone, walkie-talkie) is also highly recommended for any type of vessel.



**TIP:** Choose for an as large as possible radar reflector of a type tested by an independent lab.

**TIP:** A bucket with a rope is recommended for any vessel. Do not solely rely on electrical pumps.



## GENERAL EQUIPMENT

### Anchor

- An anchor is the emergency brake of your vessel. Hence the importance of a suitable anchor.
- There are various types available. Look for information about the right type for your vessel and for the sailing area.
- The anchor chain needs to be sufficiently long: at least 3x the water depth and 6x if it is rope.

### Bailer or pump

For open vessels and sailing boats it is of crucial importance that water can be discharged overboard quickly by means of a bailer or pump in case of bad weather or in case of water coming in the boat.

There are different types of bailers: choose a type that fits with your vessel and consult a specialised distributor.

### Radar reflector

Make sure people can see you! A radar reflector is highly recommended. The radar reflector is compulsory for small vessels (< 20 m) on the Ghent-Terneuzen Canal and on the Lower Sea Scheldt.

- sailing vessels: 4 m above water surface
- motor boats: as high as possible

### Distress signals and flares

- Distress signals can be bought individually or in a composite package. It usually concerns pyrotechnics.
- Store them in a waterproof container.
- Emergency signals include: flares or parachute signals, hand flares, smoke pots.
- Read the manual in advance.
- Keep them at close range.
- Mind the expiry date! Expired flares and hand flares become unreliable.
- Take rescue instruction cards on board; you can buy them in specialist shops: see [http://www.seagoinghk.org/ClassThree/Other\\_Notes/Life\\_saving.pdf](http://www.seagoinghk.org/ClassThree/Other_Notes/Life_saving.pdf).

### Ropes

- Buy boat rope of high quality that is suitable for your vessel.
- Regularly check boat ropes for wear.
- Acquaint yourself with the most important knots.
- Moor the vessel with bow line and stern line, bow spring and stern spring.



### Life jacket

Choose the right type of life jacket!

- on the basis of the waterways:
  - inland waterways
  - sea
- on the basis of the individual:
  - child – adult
  - body weight.



Interesting detail: there are also life jackets for pets.

- Provide enough life jackets: one for each person on board.
- Store life jackets in the right place!
  - Close at hand
  - In a clearly visible space
  - With clear indication (sticker)

Further info: see <http://www.rrb.nu/site/downloads/reddingsvestendrijfhulpmiddelen.pdf>

### Marine telephone

- Only approved marine telephone systems are allowed (CE approved)
- To be allowed to use a marine telephone you need to pass an exam, because only then will you receive a certificate from the BIPT.

### Pennant

Always place a pennant or a flag on the stem to estimate the exact wind direction; this may be different at the downward side of a large sluice than at the upward side.

## BEFORE THE VOYAGE

- Inspection of
  - administration
  - hull
  - deck and rigging
  - engine
  - equipment
- Provide spare fuel, oils, fuel filters and indispensable spare components on board.

### CONTACTS ON LAND

Discuss your plans with somebody on the wall:

- Itinerary
- Time schedule
- Duration of voyage
- Number of people on board
- Identity of passengers on board
- Contact data
- Regularity of contact

In case of an emergency,  
a contact on land will appear  
to be invaluable.

**NOTE:**  
Also report  
trajectory changes.



## FUEL AND BUNKERING

- Ensure that no fuel flows overboard or ends in your bilge water. Immediately inform the harbour master or fire brigade in case of overflow.
- Provide good ventilation on the fuel tanks. Avoid fire during bunkering and bunker at the right location (no mobile phone, no smoking).
- The bunkering sites for white diesel are indicated on the sailing map issued by the National Geographic Institute and on the site [www.brafco.be](http://www.brafco.be). ①
- To prevent contamination of fuel, it is recommended to tank by means of a funnel and a fine-mesh filter (nylon stockings system)
- To prevent water contamination of fuel, it is recommended to drain water regularly.

### NOTE:

Since Directive 2003/96/EC took effect on 1 January 2007, vessels may only run on white diesel.



## NAUTICAL INFORMATION

### REGULATIONS

- The sailing regulations for the area where you are sailing need to be on board. You can find the collection of regulations:
  - in book form, e.g. *Voorschriften betreffende de politie en de scheepvaart* (Kluwer)
  - in printable form on the website: [www.mobilit.fgov.be](http://www.mobilit.fgov.be) > water > algemene informatie > vaarregels
- Please note that regulations are updated on a regular basis. A useful supplement is the brochure 'vaarregels in beeld' (sailing regulations in the picture) with a table overview for the inland waterways.
- Some waterways are subject to separate regulations: (see next page)



Applicable on all waterways:

1. General Police Regulations for Shipping on Inland Waterways of the Kingdom (APSB).
2. General Regulations for the Waterways of the Kingdom (ARSK), in combination with the Special Regulations.

Except for separate regulations for:

3. Open sea (subject to the International Regulations for Preventing Collisions at Sea).
4. Coast (Police and Shipping Regulations for the Belgian Territorial Sea, Coastal Ports and Beaches).
5. Ghent-Terneuzen canal (Shipping regulations for the Ghent-Terneuzen canal).
6. Lower Sea Scheldt (Shipping Regulations for the Lower Sea Scheldt and Police Regulations for the Lower Sea Scheldt).
7. Brussels-Scheldt Canal (Regulations on the Sea Canal from Brussels to the Rupel and the Port Facilities of Brussels and the decision of the Flemish Government on the establishment of the Shipping Regulations for the Brussels-Scheldt Canal and the decision of the Flemish Government on the confirmation of the Tariff Regulations for the Brussels-Scheldt Canal).
8. Common Meuse (Shipping Regulations for the Common Meuse).



**NOTE:**  
Specific port regulations apply in various sea ports.



## CHECKLIST

compulsory equipment and documentation

PREScribed	MARITIME	IN-LAND WATERWAYS
Anchor	X	OK
Daymarks, anchor ball and cone	X	X
Sounding lead	X	/
First-aid box	X	/
Fire extinguisher	X	X
Flares	X	/
Tide booklet	X	/
Hammer, boathook, oars	X	/
Registration plate	(X)	X
Identification marks of the vessel	X	X
Compass	X	/
Luminous lifebuoy (night)	X	/
Foghorn or bell	X	X
Navigation lights	X	X
Pump or bailer	X	X
Radar reflector	X	/
Lifeline	/	X
Life jacket (1/person on board)	X	X
Regulations	X	X
Spare means of propulsion	/	X
Tow rope / hawsers	X	X
VHF (device permit and broadcast authorisation)	/	X
Certificate of registration	X	/
Sea charts (max 2 years old)	X	/

### SAFETY CHECK BEFORE DEPARTURE

	YES	NO
Anchor		
Equipment check, is everything working properly, are the batteries fully loaded		
Battery (batteries)		
Bilge pump		
Bilge water		
Fuel level		
Electric circuit		
Gas pipe(s)		
Tides and currents		
Auxiliary engine		
Engine		
Navigation lights		
Steering mechanism		
Heating		
VHF		
Weather report		

X required

/ not required, but recommended

A part from the legally required documentation and equipment, the following measures may also increase your safety significantly.

RECOMMENDED	MARITIME	IN-LAND WATERWAYS
Install a gas alarm if there is a gas installation on board.	X	X
First-aid box and medication	Compulsory	X
Keeping relatives or contact on shore informed about the trip	X	X
Give everything its place and keep your vessel clean to prevent accidents	X	X
Tool box	X	X
Check condition of ropes	X	X
Install smoke detectors	X	X
Information on the selected sailing area (emergency numbers, doctor, ...)	X	X
Know the ports of refuge in the region where you are sailing	X	X
Children always a life jacket – customised life jackets for pets also exist	X	X
Clothing suitable for any weather	X	X
Check the marine telephone procedures in case of emergency.	X	X
Acquaint yourself with the use of emergency signals on board	X	X
Emergency provisions	X	X
Practice Man Overboard manoeuvre	X	X
Spare liquids (oil, coolant, ...)	X	X
Spare means of propulsion	X	Compulsory
Spare lamps	X	X
Powerful torch (signals)	Compulsory	X
Buffer(s)	X	X
Check horn and other sound signals	X	X
Insurance	X	X
VHF	X	Compulsory
Undertake a trial run in the beginning of the season	X	X
Provide sufficient protection against cold, rain as well as sun	X	X

X recommended

## NOTICES TO SKIPPERS (NTSS) FOR FLANDERS

- The waterway manager issues these temporary regulations. These regulations replace other regulations for the duration of their validity.
- It may for example concern:
  - nuisance due to works in or on the waterway;
  - presence of obstacles (e.g. sunken ship);
  - organisation of events (competition...);
  - changes to the operating times of sluices;
  - changes to shipping regulations by way of trial.
- You can find all information on the following websites: [www.wenz.be](http://www.wenz.be), [www.descheepvaart.be](http://www.descheepvaart.be), [www.vts-scheldt.net](http://www.vts-scheldt.net) and <http://nts.flaris.be> and <http://ris.vlaanderen.be>.
- You can also be informed automatically by e-mail.
- Urgent and/or important 'Notices to Skippers' are broadcast by 'Ostend Radio' on marine telephone channel 24 every odd hour between 7am and 5pm.

## NOTICES TO MARINERS (NTMS)

- Every two weeks the Flemish Hydrography department of the Coastal Division issues a new edition of the Notices to Mariners.
- The publication contains recent information that may be important to the shipping industry and additions and corrections to sea charts.
- The information is very diverse; it includes both the dates and the hours of the artillery practice of the Belgian army, data on new buoys deployed at sea and information on recently discovered wrecks and obstacles.

You can consult the NtMs on [www.vlaamshydrografie.be](http://www.vlaamshydrografie.be) >> Notices to Mariners

## NOTICES TO SKIPPERS FOR WALLONIA

- The Walloon equivalent of the Notices to Skippers for Flanders with the same scope.
- To be consulted on: [www.voies-hydrauliques.wallonie.be/opencms/opencms/fr/infos/RIS/fr/](http://www.voies-hydrauliques.wallonie.be/opencms/opencms/fr/infos/RIS/fr/)

## WEATHER REPORT

- Consult maritime weather forecasts.
- Ensure that you are aware of the weather predictions. When sailing, regularly look at the sky as the weather can change quickly. It is also recommended to observe the sailing behaviour of other vessels.
- The weather report is especially important for people who go sailing at sea. Consult the appropriate weather report in due time, take into account the predictions and also adapt your clothing to the weather. The wind may change direction and/or increase in strength.
- Some interesting sites are:
  - [www.ecmwf.int](http://www.ecmwf.int)
  - [www.hymedis.net](http://www.hymedis.net)
  - [www.kmi.be](http://www.kmi.be)
  - [www.knmi.nl](http://www.knmi.nl)
  - [www.kustweerbericht.be](http://www.kustweerbericht.be)
  - [www.meteo.be](http://www.meteo.be)
  - [www.meteo.fr](http://www.meteo.fr)
  - [www.meteoonline.fr](http://www.meteoonline.fr)
  - [www.meteoservices.be](http://www.meteoservices.be)
  - [www.metoffice.gov.uk](http://www.metoffice.gov.uk)
  - [www.mumm.ac.be](http://www.mumm.ac.be)
  - [www.sea-search.net](http://www.sea-search.net)
  - [www.windguru.com](http://www.windguru.com)
  - [www.wmo.int](http://www.wmo.int)



## SHIPPING AND NAVIGATIONAL CHARTS

- A chart is required on certain waters: it then concerns navigational charts, which need to be updated on a regular basis (see Notices to Mariners).
- For the coast there are charts issued by the Flemish Hydrography department of the Coastal Division: the sea charts cover the Belgian Continental Shelf and the coastal ports of Nieuwpoort, Ostend and Zeebrugge. The charts are available in paper version. They are also available as electronic navigational charts via specialised distributors.
- There are similar navigational charts for the River Scheldt from the mouth to the Wintam lock; the so-called Sea Scheldt. These charts are also published on paper by the Flemish Hydrography department and available as electronic navigational charts.
- Of course, you are also allowed to have an updated foreign chart of the sailing area.
- For the inland waterways there are different waterway maps. The map of the Belgian Waterway Network, issued by the National Geographic Institute, contains special information with regard to pleasure boating.
- The use of nautical almanacs is also highly recommended.

## TIDE TABLES

- If you sail in areas subject to tides, a tide table is indispensable.
- Tide tables are issued on an annual basis for the coastal ports and the River Scheldt from the mouth to the Wintam lock by the Flemish Hydrography department of the Coastal Division, <http://www.vlaamsehydrografie.be>.

**TIP:** Tidal stream atlases (direction and speed of tidal currents) are highly recommended for sailing vessels.

## MARINE TELEPHONE CHANNELS / OSTEND RADIO

### Inland waterways:

The Promotion Office For Inland Navigation In Flanders bundled the marine telephone channels of the different engineering structures in a convenient brochure. You can find this brochure on [www.waterrecreatie.be](http://www.waterrecreatie.be)

### Maritime waters:

Further information on the maritime telephone channels at sea and in the Scheldt area can be found in the Marine Telephone Block Divisions brochure, which can be downloaded from: [www.vts-scheldt.net](http://www.vts-scheldt.net) and be ordered free of charge by calling +32 (0)59 255 440 or by e-mailing [info@vts-scheldt.net](mailto:info@vts-scheldt.net)

## SAILING ABROAD

When sailing abroad, you need to observe the local regulations. You need to inform yourself in advance. Vessels with a certificate of registration can nevertheless request support from the Belgian embassies and consulates when sailing abroad. For contact information: see <http://www.diplomatie.be/nl/addresses/abroad/default.asp>.



## DURING THE VOYAGE

### NUMBER OF PERSONS ON BOARD

- No more than the balance and safety of the pleasure craft allow.
- The CE tag (and often the CE certificate) mentions the maximum number of people allowed on board.
- As of more than 12 passengers, the craft is no longer considered a pleasure craft but a passenger vessel.

### ALCOHOL

- On board pleasure craft, the crew is subject to legal regulations on the use of alcohol and other forms of intoxication.
- The ability of the crew to assess and act must not be affected by tiredness, drunkenness, alcohol intoxication or other forms of intoxication.

### FIRE ON BOARD OR OTHER CALAMITY

- First alert the emergency services:
  - At sea  
MRCC (Maritime Rescue and Coordination Centre)
  - On the inland waterways:  
VHF emergency channel,  
Ostend Radio  
Call emergency number 112 (mobile phone)
- Move the people on board to a safe location on deck.
- Inform the nearby vessels and if possible ask for help by marine telephone.

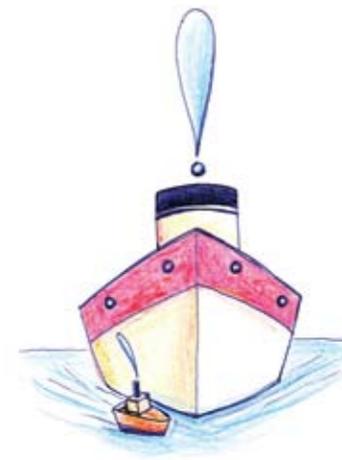


**NOTE:** Always keep to the starboard side of the waterway. This is indeed compulsory at certain locations.

- Water can be used on fires involving solid materials (paper, wood, textiles). So always have a bucket with a line attached to it handy.
- Never use water to extinguish flammable liquid fires; use a foam extinguisher instead.
- Do not take any risks in case of fire on board. The boat is replaceable, you are not.

### BLIND SPOT

- On many waterways you can run into commercial vessels. These vessels have a huge blind spot: up to 350 m in front on the vessel and up to 50 m on the sides the operator cannot see the water.
- How do you know if you are sailing in a vessel's blind spot? A golden rule is: if you cannot see the pilothouse, the operator cannot see you either.



## SOUND SIGNALS

Sailing enthusiasts have to make use of certain sound signals in dangerous situations:

Caution (attention)	
I am altering course to starboard	
I am altering course to port	
I am going in reverse	
I am unable to manoeuvre	
Imminent danger of collision	
Distress signals	
a) Continuous long blasts	
b) Peals of a bell	



## MAN OVERBOARD (MOB)

- Immediately inform the skipper and keep on indicating the direction where the victim is situated.
- Immediately throw the life buoy to the victim.
- On rough water you deploy a dan (large float with MOB flag) as a marker buoy 
- If possible, you deploy the MOB flag so that other vessels may provide assistance.
- Inform the nearby vessels by marine telephone.
- At sea: contact the MRCC

### Tips:

- In case of rough weather, secure the people on board with a security line so as to prevent people from falling overboard.
- Practice the MOB procedure in good weather.
- Please take into account that a sailing boat needs more time to turn than a motor boat.
- Please take into account the wind so that you do not sail over the person drowning.
- Getting the person on board: take into account that the clothes of the MOB have become heavier from the water.
- If the MOB is conscious:
  - Hang a ladder or a rope with a loop overboard (rope to be hanged under the armpits or to be used as a foothold)
  - Guide the MOB to the swimming platform (mind the screw propeller).
- If the MOB is unconscious:
  - Try to get the MOB on board using a sail, net, Jason's cradle etc.



## NATURE RESERVES AND BANKS

- Respect the set speed limits in nature reserves.
- Avoid making waves.
- Keep at a safe distance from the banks and only make use of the provided berths.
- Do not leave waste behind.
- Avoid noise nuisance.

## SHIP IN DISTRESS (CAPSIZING, SINKING, DAMAGE, ...)

Take care of:

- the safety of the people on board
- the safety of the shipping traffic
- informing the emergency services and authorities
  - at sea: inform the MRCC
  - on inland waterways: inform the waterway manager (lock, bridge, service vessel, RIS)



## AFTER THE VOYAGE

### LEAVING THE VESSEL

- disconnect the engine's fuel supply
- switch off the main switches
- take the ignition key with you
- turn off seawater taps wherever possible (sea cocks – danger of siphoning)
- pay appropriate attention in case of frost (drain water if possible, empty water tank, drain pump water ...)

### WASTE DISPOSAL

- Collect all waste and dispose of the waste at the existing facilities in marinas and at locks where waste containers are situated. Shipping waste does not belong in the water.
- Only empty chemical toilets in a proper waste facility.
- Do not pump bilge water overboard. Take it to the civic amenity site for treatment by a recognised collection company.
- In the Belgian marine and inland waterways it is not allowed to discharge or dump solid or liquid materials that may pollute the water.
- The installation of a dirty water tank on board the pleasure craft offers a solution to this prohibition.

### ANTI-FOULING

- Use the least harmful anti-fouling coating.
- Residues constitute chemical waste. Therefore only use the platforms provided at the clubs.

## SOME ADDITIONAL USEFUL TIPS

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### FIRE PREVENTION

- Install one or several fire detectors, they are cheap and effective.
- Use approved fire extinguishers of sufficient capacity.

### Electricity

- Regularly check the liquid level of your battery.
- Provide sufficient ventilation and beware of oxyhydrogen when loading your battery.
- Poor electrical connections (battery clips not attached properly) may cause sparks.

### Gas

- Place gas cylinders on board in a well-ventilated, preferably metal gas cabinet.
- The connectors and couplings of gas pipes on board need to be easily accessible all over the ship.
- Use as few couplings as possible. A bend in a rigid pipe is better than an elbow coupling.
- Protect the pipes against mechanical damage.
- Install flexible hoses in such a manner that they are not loaded excessively by bending.
- Replace flexible hoses every 2 years.
- Use only compression fittings for all connections and make use of thrust bushings for soft copper pipes to prevent constriction.
- Always connect stoves, geysers, cooking devices and refrigerators by means of a connecting tap.
- Stoves and geysers need to be connected to a rigid pipe.
- Cooking devices and refrigerators may be connected by means of a flexible hose with a maximum length of one metre.
- Install one or several gas detectors.

### THEFT: HOW DO I PROTECT MY PLEASURE CRAFT?

#### Purchase

- Complete the pleasure craft registration card. Keep one part for yourself and provide the second part to the central contact point for questions with regard to pleasure craft (VIIP). You can obtain this registration card in the offices of the Belgian Waterway Police or on the website of the Belgian Federal Police [www.federalepolitie.be](http://www.federalepolitie.be)
- Take colour photos of your pleasure craft
- Copy all documentation
- Mark and register valuables which you cannot stow away or put in safekeeping.

#### Leaving the vessel

- Stow away all valuable objects.
- Do not keep money, securities, jewellery ... on board.
- Close the windows, doors and hatches.
- Certainly turn off the power supply of the starter and remove the circuit breaker key and the starter key.

#### Leaving the trailer

- Lock up all loose components.
- Affix a trailer lock and/or a wheel clamp.

#### Social control

- Ask fellow sailing enthusiasts and people living in the neighbourhood to keep an eye open when you are absent.
- Be attentive to suspicious interest and report to the police.
- Report long-term absence to the Waterway Police in the harbour or to the local police.

#### Reporting

- If you are a victim of a crime, please report to the Shipping Police or to the local police as soon as possible.
- Take copies of all documentation and pictures of the vessel, trailer and equipment with you.

#### Boat engraving actions

In cooperation with the General Directorate for Safety and Prevention Policy of the Federal Public Service for Home Affairs, the Belgian Waterway Police regularly organises engraving actions for pleasure craft to increase the possibilities of identification in case of theft.

## FIRST AID

Is there a doctor on board? Usually not ... You will have to provide first care personally in case of an accident.

- Attend a first-aid course, get acquainted with resuscitation techniques: also see <http://www.seamasters.be/medisch/cpr.htm>
- Also keep a properly filled, waterproof first-aid box in a visible or clearly marked location: it may help to save lives.
- Consult your doctor and pharmacist for the composition of the first-aid box.
- Never give alcohol to people suffering from hypothermia, as this will cause them to get even colder.
- In case of serious hypothermia start by warming up the torso of the victim. So not the arms or legs.
- Keep a thermal blanket on board.
- Always inform the emergency services immediately in case of a serious accident.
  - At sea: contact the MRCC in case of medical evacuation.
  - On inland waterways: ask for assistance by calling the emergency number 112 or contacting Ostend Radio or the nearest lock or bridge.



## MAINTENANCE

- Have your vessel serviced and maintained on an annual basis after winter storage and before your first trip.
- Do not cut corners on repairs: you cannot just stop by the side of the road for a while.
- Make time for a trial run.
- Leave nothing to chance: always do a double check.

## WINTER STORAGE

- Make your boat frostproof.
- Empty your boat as much as possible and store valuables at home.
- Protect the boat and/or trailer against theft.
- Check your property regularly in winter and immediately report any irregularities to the police.
- Remove outboard motors and auxiliary motors and store them in a safe location.

## INSURANCE

- Make sure you have a good civil liability insurance policy.
- This is not required, but highly recommended.
- The same applies for a rescue and recovery insurance.

# ON THE QUAY

## MOORING AND JETTIES 2 3

- The jetties are indicated on the map of the National Geographic Institute. We distinguish four types of mooring possibilities:
  - Landing stage: no electricity or water
  - Berth: electricity and/or water
  - Marina
  - Landing stage for canoes/kayaks
- In the Walloon Region we distinguish three types of mooring possibilities:
  1. 'halte nautique' (stopping place)
    - mooring only during the day
  2. 'relais nautique' (mooring place)
    - mooring for a maximum of 7 calendar days
    - water and electricity connections
    - sanitary facilities
  3. 'port de plaisance' (marina)
    - no time limits on mooring
    - same utilities and facilities as with 'relais nautique'
    - reception



## SLIPWAYS 4

- You can launch your boat on public or private slipways. Private slipways are managed by water sports clubs. To be allowed to use such a slipway you will normally have to become a temporary club member (e.g. for one day).
- You will find an overview of slipways on the map of the Belgian Waterways issued by the National Geographic Institute as well as on the website 4
- Keep the slipways free for other users

## HOUSEBOATS 2 3

- More and more people discover the charm of living on the water. For this reason we see an increasing number of regulations, both locally and in general.
- A houseboat is understood to mean a vessel mainly used as a house. It often concerns a former (converted) cargo ship. As long as the vessel is moored on a permanent basis, it constitutes a 'floating installation', i.e. a floating construction which is usually not moved.
- The local waterway manager (often the Region) normally imposes rules and conditions for the issuance of a 'permanent mooring permit' or a 'concession'. This will often be subject to technical requirements (soundness of the vessel) and guarantees (insurance).
- Further information on houseboats, the conditions and the applicable duties can be obtained from the waterway manager:
- If you use your houseboat for pleasure boating, it constitutes a pleasure craft and you need to be in the possession of the documents required for pleasure craft.



## OTHER FORMS OF RECREATION ON AND IN THE WATER

### WATER SKIING

- On inland waterways water skiing is only allowed in specific areas during the day in case of good visibility. These areas are identified by the following signs:



- The operator of the vessel towing the water skier needs to be accompanied by a fellow person on board who is at least 15 years of age.
- In areas where water skiing is allowed the operator always needs to sail with due caution with regard to other waterway users.
- At sea water skiing is allowed during the day up to 7 Bft, but is prohibited in the coastal ports.

### WATER SCOOTERS, JET BOATS

#### Inland waterways

- Only allowed on inland waterways in specific areas during the day in case of good visibility. These areas are identified by the following signs:



- Wearing a life jacket is compulsory on inland waterways.

#### Sea

- Launching a water scooter or jet boat from the beach is subject to municipal regulations.

### RECREATIONAL FISHING

- Observe the legislation on recreational fishing at sea.
- Fish with respect for nature.
- Do not catch more than required for personal consumption and not more than legally allowed.
- Avoid the loss of fishing gear.

### WINDSURFING

- On inland waterways windsurfing is only allowed in specific areas (see signs). There are no further requirements as to equipment.
- At sea you are not allowed to surf more than approx 900 m off the coast, calculated from the low-water mark of the coast. In addition, safety equipment is required at sea (isothermal suit and flares). Windsurfing is prohibited in winds of 7 Beaufort or higher.

### SAILING

- Sailing is mainly done at sea. Take into account that you are more exposed to the forces of nature than when driving a motor boat. A good training is therefore absolutely required.
- Sailing by wind power alone is unusual on the Belgian inland waterways. Sailing is only possible on large sheets of water. These sheets of water are normally not part of the official waterways, so you need to inform yourself in advance (e.g. with the local authorities or club).
- If you want to sail on the Lower Sea Scheldt, you need an auxiliary engine capable of reaching 6km/h.

### KAYAK AND CANOE

- On the website [www.nkv.beyou](http://www.nkv.beyou) can find all useful information on kayaks and canoes, including an interactive map.

## ROWING

- On the websites [www.vlaamse-roeiliga.com](http://www.vlaamse-roeiliga.com) and [www.roeieninbelgie.be](http://www.roeieninbelgie.be) you can find all useful information on rowing.

## SWIMMING

- Swimming is in principle forbidden in inland waterways, except in areas where signs allow it.
- Outdoor swimming is possible in a number of private lakes. This is subject to the regulations of the managers.
- At sea it is allowed to swim in the guarded areas.
- The guarded areas at sea are characterised by the yellow buoys, the signal flags (red, yellow, green), the orientation poles, the coastal lifeguards and the signs 'baden toegelaten' (swimming allowed).
- More tips on safe swimming can be found on [www.ikwv.be](http://www.ikwv.be) and in the prevention brochure 'Ik zwem waar het veilig is' (I swim where it is safe).

## KITE SURFING

- Kite surfing at sea is possible in the designated areas.
- The surfing areas are indicated by signs and signal flags.
- Prohibited in winds of 7Bft or higher.
- Prohibited between sunset and sunrise.
- Prohibited to approach the beach at a distance of 200m from the low-water mark (except in the launch area) and prohibited further than half a nautical mile from the low-water mark.
- An isothermal suit and two flares are recommended.
- More tips can be found in the prevention brochure 'Ik zwem waar het veilig is' (I swim where it is safe) and on the information panels on the beach.

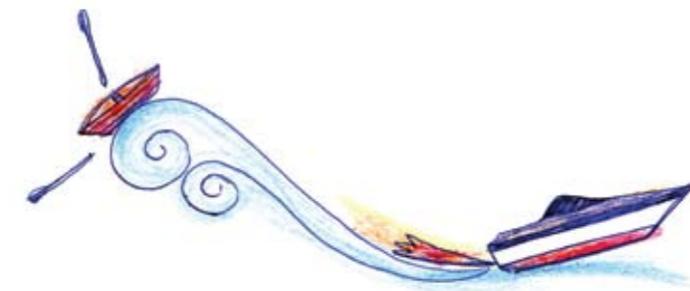
## SPEED SAILING - SAILING AT HIGH SPEEDS 2 3 4

- Speed limits apply on most inland waterways. You can find them with the waterway managers.
- The speed must never exceed 60 km/h. The speed needs to be reduced to 10km/h in the proximity of sailing, moored or unloading vessels.
- Contests of speed and skill with motor boats are prohibited unless written approval is obtained from the competent waterway manager.

- You may nevertheless sail faster at certain locations in certain circumstances. It concerns:
  - speed sailing with motor boats;
  - water skiing;
  - water scooters ('jet ski').

### NOTE:

Avoid making waves that are a hindrance to others in any case. In particular to canoes, kayaks and rowing boats, as these tip over very easily in case of high waves.



## WHAT IS AND WHAT IS NOT ALLOWED AT SEA?

WHAT	TERRITORIAL SEA	COASTAL PORTS
Competitions Group sports activities Group relaxation activities	Only allowed with permit to be obtained from MRCC	Prohibited
Sailing courses	Allowed	Only allowed with permit
Waterskiing Windsurfing	Allowed in winds up to force 7 Bft during the day	Prohibited
Rowboats Vessels with LOA ≤ 6m	Allowed: <ul style="list-style-type: none"> <li>in sea winds up to force 3 Bft</li> <li>in offshore winds up to force 4 Bft</li> </ul>	



## TOGETHER ON THE WATER WITH ...

### COMMERCIAL VESSELS

- Ensure good communication with commercial vessels by marine telephone; a good relationship between professional and pleasure vessels is important. Beware of each other especially when approaching, passing and in the locks.
- Keeping contact by marine telephone (VHF) and listening in is very important to know what is happening around you at e.g. locks and crossings or difficult places. Always listen in to the usual navigation channel. Listen in to and/or contact the lock you need to enter on the indicated VHF channel.
- Try not to hinder more slowly reacting freight and passenger vessels.
- Give professional vessels appropriate room at the locks. You are locked by order of arrival, but the lock keeper determines the arrangement of his lock chamber.
- A pleasure craft lying low on the water is not always visible to commercial vessels (see blind spot). Do not perform any abrupt manoeuvres either, or, for water scooters, do not make rounds around a moving vessel.

### PASSENGER VESSELS

- When mooring at a jetty, try not to hinder larger ships that intend to moor.
- Please be considerate and do not use the mooring places reserved for passenger vessels or ferry services.

### RECREATION ALONG BANKS AND TOWPATHS

- Especially on rather narrow waterways a passing pleasure craft can be an annoyance to anglers. Therefore sail past the anglers at a sufficiently slow speed and at the maximum distance possible.
- Other forms of recreation such as cycling, walking and riding are hardly hindered by recreational vessels. Do avoid frightening horses by sounding the ship's horn unnecessarily loud.

## WHERE CAN I FIND ...

- Sea charts: [www.afdelingkust.be](http://www.afdelingkust.be)
- NtMs: [www.vlaamsehydrografie.be](http://www.vlaamsehydrografie.be)
- [www.voies-hydrauliques.wallonie.be](http://www.voies-hydrauliques.wallonie.be)
- Marine telephone block divisions brochure: Shipping Assistance Division at +32 (0)59 255 440 or at [info@vts-scheldt.net](mailto:info@vts-scheldt.net) and [www.vts-scheldt.net](http://www.vts-scheldt.net)
- Marine telephone block divisions for inland waterways, and marine telephone channels for locks and bridges: [www.waterrecreatie.be](http://www.waterrecreatie.be)
- NGI maps: [www.ngi.be](http://www.ngi.be)
- MRCC sticker: Shipping Assistance Division, [eva.descamps@mow.vlaanderen.be](mailto:eva.descamps@mow.vlaanderen.be) (mention number and address)
- Operating times of locks and bridges on navigable waterways in Flanders: [www.wenz.be](http://www.wenz.be) and [www.descheepvaart.be](http://www.descheepvaart.be)
- River Information Services
  - [www.descheepvaart.be](http://www.descheepvaart.be)
  - <http://nts.flaris.be>
  - <http://ris.vlaanderen.be>
  - [www.vts-scheldt.net](http://www.vts-scheldt.net)
  - [www.wenz.be](http://www.wenz.be)
- Swimming brochure 'Ik zwem waar het veilig is' of the Interurban Coastal Rescue of West Flanders: [www.iwkv.be](http://www.iwkv.be)

### FEDERATIONS AND CLUBS

- Joining a (local) club can have many benefits. You learn from the experiences of others, there usually are club benefits and often you can make use of the facilities of other member clubs (free of charge).
- Individual clubs are normally grouped in coordinating federations.
- Clubs and federations regularly distribute useful information through their (club) newsletters and websites.

## SUGGESTIONS?

All due care and attention has been taken in the preparation of this brochure. If it would nevertheless contain incorrect information, or if you feel that certain information is missing, please contact us at: [scheepvaartbegeleiding@mow.vlaanderen.be](mailto:scheepvaartbegeleiding@mow.vlaanderen.be)

### Ordering additional copies?

Send an e-mail to [dg.mar@mobiliteit.fgov.be](mailto:dg.mar@mobiliteit.fgov.be) with indication of your name and address

### COMPETENT AUTHORITIES

- Federal Public Service for Mobility and Transport [www.mobiliteit.fgov.be](http://www.mobiliteit.fgov.be)
- Waterway Police [www.polfed-fedpol.be/org/org\\_dga\\_spn\\_nl.php](http://www.polfed-fedpol.be/org/org_dga_spn_nl.php)
- Coast guard [www.kustwacht.be](http://www.kustwacht.be), portal site with links to competent bodies
- Directorate for Promotion of Waterways and Intermodal Transport (DPVNI) [www.voies-hydrauliques.wallonie.be](http://www.voies-hydrauliques.wallonie.be)
- Promotion Office for Inland Navigation in Flanders [www.waterrecreatie.be](http://www.waterrecreatie.be)

### The different waterway managers

- nv De Scheepvaart [www.descheepvaart.be](http://www.descheepvaart.be)
- Agency for Maritime and Coastal Services [www.agentschapmdk.be](http://www.agentschapmdk.be)
- Waterwegen en Zeekanaal NV [www.wenz.be](http://www.wenz.be)
- Haven van Brussel [www.havenvanbrussel.be](http://www.havenvanbrussel.be)
- General Directorate for Mobility and Waterways [www.voies-hydrauliques.wallonie.be](http://www.voies-hydrauliques.wallonie.be)

Federal Public Service for Mobility and Transport  
Waterway police  
Promotion Office for Inland Navigation in Flanders  
Agency for Maritime and Coastal Services (Shipping Assistance and Coastal divisions)

Many thanks to all who participated in the production of this brochure.



### DOWNLOAD THIS FOLDER

[www.mobiliteit.fgov.be](http://www.mobiliteit.fgov.be)  
[www.polfed-fedpol.be](http://www.polfed-fedpol.be)  
[www.waterrecreatie.be](http://www.waterrecreatie.be)  
[www.afdelingkust.be](http://www.afdelingkust.be)  
[www.scheepvaartbegeleiding.be](http://www.scheepvaartbegeleiding.be)

