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APPENDIX B - 1

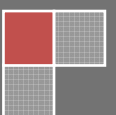
GENERAL NAUTICAL REGULATIONS



Procedures
LNG – Traffic



Version 13.05
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GENERAL NAUTICAL REGULATIONS

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Chapter I – General guidelines

1. General

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

At Zeebrugge a co-ordination centre has been established, (Vessel Traffic Centre Scheldemonde), referred to hereinafter as VTS-SM. This centre is manned 24 hours a day and monitors aforesaid operations in conjunction with Port Control Zeebrugge.

2. Regulations

All regulations remain unaltered whether the LNG tanker is empty and not gasfree or not, whether it is partially or fully loaded, on approaching or leaving the port.

For LNG tankers carrying air or inert gas, the harbour master informs the other partners whether the LNG-procedures apply or not.

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

3. Position Reporting/E.T.A.

5 days in advance to the arrival at Zeebrugge, the position of the LNG tanker must be reported every 24 hours to MBZ. (= Port Authority Bruges – Zeebrugge)

The LNG tanker is required to report her estimated time of arrival to VTS - SM **48 hours, 24 hours, 6 hours and 1 hour** prior to her arrival at the pilot-boarding position. VTS-SM will pass on this information to Zeebrugge Pilotage.

24 hours before arrival at the pilot-boarding position, the LNG tanker will inform VTS - SM and MBZ that as far as her command is aware no defects have been observed, or are anticipated, that affect the ship, her means of propulsion, or her equipment.

Should there be a defect, the admission of the ship to the port may be authorized or withheld depending on the nature of the defect. Any changes to the above situation must be reported immediately to VTS - SM.

4. Recommended Anchorage Areas

- Any anchorage assigned by VTS – SM
- North of the “AN” buoy
- Possibly south of the “AZ” buoy
- The most easterly emergency anchorage outside of the fairway lies north of the NE Akkaert buoy

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

As soon as the LNG tanker makes VHF contact with “Wandelaar Approach” the ship becomes subject to the supervision of VTS-SM.

Traffic Zone “Wandelaar Approach”

From the west to the line formed by buoys Westende – Middelkerkebank – Oostdyck

CALL SIGN: Wandelaar Approach - VHF-channel : 60

Once the LNG tanker has passed buoy “Oostdyck”, VTS - SM can, at the request of the master and/or pilot, supply continuous position information to the LNG tanker.

Once passed the buoy “S5”, position information is continuously supplied to the LNG tanker.

The assistance of VTS-SM is supplied via the working channels of the traffic zones concerned.

Traffic Zone “Wandelaar”

From the line formed by buoys Westende - Middelkerkebank - Oostdyck to the line AI -bis - S 2 – VG6

CALL SIGN: Traffic Centre Wandelaar – VHF - channel : 65

Traffic Zone “Zeebrugge”

From the line formed by buoys AI bis - S 2 - VG6 including Pas van het Zand to Zeebrugge breakwaters

CALL SIGN: Traffic Centre Zeebrugge – VHF - channel: 69

Continuous position information in traffic zones “Wandelaar Approach”, “Wandelaar”, “Zeebrugge” and in the Port of Zeebrugge is supplied via the radar channel.

CALL SIGN: Radar Zeebrugge - VHF - channel 4

The fact that the LNG tanker is making use of the radar channel does not relieve her of her duty to continuously monitor VHF traffic on channels 60, 65 or 69 of the relevant traffic zones.

Once they have passed the “Z” buoy, inbound LNG tankers must be reachable via VHF channel 71, the working channel of Zeebrugge Port Control.

Chapter II – Large LNG-carriers

6. Definition

Large LNG carriers are vessels with a length equal to or exceeding 200 metres.

7. Nautical regulations upon arrival

7.1. Pilot boarding

The pilot designated to the LNG tanker submits a sailing plan, at least one hour prior to the ETA of the LNG tanker at the “AZ” buoy.

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

- ❑ 1 hour prior to the arrival of the LNG-tanker at the "AZ" buoy
- ❑ at the arrival of the LNG-tanker at the “AZ” buoy

The pilot boards the LNG tanker 1 mile east of the line formed by the buoys “AZ” and “AN”, well clear of any pilot boarding/disembarking operations by other vessels, which shall be requested by traffic centre Wandelaar to keep a safety distance from the LNG tanker of at least half a mile during this operation.

7.2. Route

Inbound LNG tankers shall follow the route: precautionary area Wandelaar - Vaargeul 1 - S3/S4 - Ribzand - Pas van het Zand. Pending earlier made traffic arrangements and possible fairway obstructions, the alternative route SW Akkaert - A1 - Scheur West - Ribzand - Pas van het Zand can be followed.

LNG tankers are classified as
“OVERSIZED VESSELS”

All shipping in the traffic zone will be warned by VTS - SM of the presence of an inbound LNG tanker en route from the “AZ” buoy to the port of Zeebrugge.

7.3. Permission to enter the port

- When a LNG tanker enters the port of Zeebrugge for the first time, this will be done by daylight (entire route)
- Before entering the port, the master will ask Port Control Zeebrugge for permission and will inform VTS – SM
- Permission to enter will be granted by Port Control Zeebrugge subject to compliance with the following conditions:

7.3.1. By MBZ

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

7.3.1.2. No ammunition carrying vessels are present in the outer harbour

7.3.1.3. No gas tanker, for which no checklist “simultaneous call of a LNG ship and another gas tanker for rinsing” has been delivered by a gas-expert, is present in the outer harbour.

7.3.1.4. At least four tugs must be able to proceed in time to assist the LNG tanker before she passes the “SZ” buoy (Scheur-Zand). A fifth tugboat will assist as from passing the breakwaters.

→ **Regular LNG-tankers**: the minimum required combined bollard pulling power for the 5 tugboats is 180 tonnes

→ **Q-flex vessels**: the minimum required combined bollard pulling power for the 5 tugboats is 210 tonnes

- Four tugs must be ready to render effective assistance before the LNG tanker passes the Scheur Zand buoy.
- The LNG tanker must be ready to make fast four tugboats. It is forbidden to make use of the “sunken bits” on the side of the ships.
- The towing lines supplied by the tugs are steel cables.
- One or more tugs must be equipped with fire-fighting equipment suitable for dealing with an LNG fire.

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

7.3.2. By VTS-SM

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

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

7.3.2.3. Wind-force must be less than 14 metres per second according to the meteorological data from the western breakwater Zeebrugge.

7.3.2.4. Visibility must be at least half a nautical mile.

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

If permission to enter the port is refused, the LNG tanker will be directed by VTS –SM to a safe anchorage.

Port Control Zeebrugge, VTS- SM and the pilotage decide in consensus about the fulfilment of above stated conditions n° 7.3.2.1. to 7.3.2.5.

7.4. Reports

The vessel will report:

7.4.1. When?

7.4.1.1. Immediately after the pilot has boarded

7.4.1.2. Upon passing buoys:

{ A1/VG3-VG4/S3
SZ
Z

7.4.1.3. Upon passing Zeebrugge breakwaters

7.4.2. To whom?

7.4.2.1. Vlissingen Centre VHF-channel 14

7.4.2.2.	Traffic Centre Wandelaar	VHF-channel 65
	Traffic Centre Zeebrugge	VHF-channel 69
7.4.2.3.	Port Control Zeebrugge	VHF-channel 71

stating the estimated time of arrival at the next passage points (as indicated above).

7.5. Shipping Regulations

7.5.1. By VTS-SM

VTS - SM regulates and co-ordinates all shipping in the vicinity of LNG tankers, issuing as standing order a minimum safety distance of at least 2 cables when passing an LNG tanker (overtaking or crossing).

When issuing the estimated time of arrival at passage points, VTS-SM reports the minimum passage distance to shipping traffic (2 cables under normal circumstances, 5 cables when boarding/disembarking the pilot).

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

7.5.2. By MBZ

As from the passage of the “Z” buoy, Zeebrugge Port Control will co-ordinate all in- and outbound traffic, maintaining a safety distance of at least 2 cables from the LNG tanker, until she has rounded the “LNG” buoy.

VTS-SM will ensure that shipping traffic stays informed of the departure and passage points of the LNG tanker.

7.6. Police Patrol

The maritime police will patrol regularly in the vicinity of the LNG-tanker and in the fairway in order to ensure that all shipping complies with the traffic control regulations and to verify the co-ordination of all in- and outbound traffic and of the traffic inside the port. The maritime police also checks if shipping complies with the instructions issued by VTS-SM, or by Port Control Zeebrugge inside the port. The Police patrol boat will contact the pilot on board the LNG-ship, VTS-SM (VHF channel 04) and Port Control Zeebrugge (VHF channel 71).

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

Furthermore, VTS - SM will take steps to ensure that all shipping in its traffic zones is informed about the arrival of the LNG tanker, and her passage times at the various waypoints.

8. Stay in the port of Zeebrugge - MBZ

The LNG tanker will berth port side to the LNG jetty. The following precautions will be adopted throughout the entire stay of the ship in the port:

- 8.1. The LNG-tanker must have the required towing lines (firewires) hanging overboard at all times.
- 8.2. The LNG- may have an under-keel clearance of less than 15% of her draught during her stay in the port
- 8.3. A tug equipped with suitable fire-fighting equipment must remain in the vicinity of the LNG tanker at all times.
- 8.4. No ammunition carrying vessels may be present in the outer port.
- 8.5. No gas tanker, for which no checklist “simultaneous call of an LNG ship and another gas tanker for rinsing” has been delivered by a gas-expert, will be allowed in the outer port.

9. Nautical regulations upon departure

9.1. Permission to leave the port

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

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

- | |
|-----------------------------------------------------------------|
| <p>→ 1 hour prior to departure
→ at the time of sailing</p> |
|-----------------------------------------------------------------|

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

9.1.1. By MBZ

- 9.1.1.1. No ammunition carrying vessels may be present in the outer port.
- 9.1.1.2. No gas tanker, for which no checklist “simultaneous call of an LNG ship and another gas tanker for rinsing” has been delivered by a gas-expert, may be present in the outer port.

9.1.1.3. Tugboats:

- **Regular LNG-tankers:** A minimum required combined bollard pulling power of 150 tonnes– 3 tugboats required.
- **Q-flex Series:** A minimum required combined bollard pulling power of 165 tonnes– 4 tugboats required.

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

- 9.1.1.4. Strict definition of sequence and time of sailing if other vessels happen to report simultaneously.
- 9.1.1.5. Wind-force must be less than 14 metres per second (according to the observations of western breakwater Zeebrugge).
- 9.1.1.6. Visibility must be at least half a nautical mile.

9.1.2. By VTS-SM

- 9.1.2.1. The technical condition of the tanker must comply with the LNG checklist.
- 9.1.2.2. The LNG tanker must have an under-keel clearance of at least 15% of her draught when in the harbour and at least 20% when at sea.
- 9.1.2.3. The tidal current at the breakwaters must be running at less than 2 knots.

Port Control Zeebrugge, VTS-SM and the pilotage decide in consensus about the fulfilment of above stated conditions n° 9.1.1.5 to 9.1.2.3.

9.2. Reports

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

- VTS - SM on channel 19 (Radar Control Zeebrugge)
- Vlissingen centre on channel 14
- Port Control Zeebrugge on channel 71

9.3. Route and pilot disembarking

- The LNG tanker will sail via Pas van het Zand, Ribzand, Vaargeul 1 and Pilot Station Wandelaar. Pending earlier made traffic arrangements and possible fairway obstructions the alternative route Scheur West - A1 - SW Akkaert can be followed.
- When the pilot disembarks from the LNG tanker, well clear of all other pilot boarding/disembarking operations, all other vessels will be warned in good time by the Wandelaar pilot cutter and VTS-SM, and be requested to keep a safety distance (at least 5 cables) from the LNG tanker.

9.4. Shipping regulations

9.4.1. By MBZ

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

9.4.2. By VTS-SM

VTS - SM will regulate and co-ordinate all traffic in the vicinity of the LNG tanker. A minimum safety distance of 2 cables when passing the LNG tanker (overtaking or crossing) must be maintained.

Furthermore VTS - SM shall ensure that all shipping remains informed about the departure of the LNG tanker and her passage times.

9.5. Police Patrol

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

The Police patrol boat will contact the pilot on board the LNG-ship, VTS-SM (VHF channel 04) and Port Control Zeebrugge (VHF channel 71).

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

Chapter III – Small LNG-carriers

10. Definition

Small LNG carriers are vessels with a length under 200 metres.

11. Nautical regulations upon arrival

11.1. Pilot boarding

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

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

- ❑ 1 hour prior to the arrival of the LNG tanker at the "KB" buoy
- ❑ at the arrival of the LNG-tanker at the “KB” buoy

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

11.2. Route

Inbound LNG tankers shall follow the route: precautionary area Wandelaar - Vaargeul 1 - S3/S4 - Ribzand - Pas van het Zand. Pending earlier made traffic arrangements and possible fairway obstructions, the alternative route SW Akkaert - A1 - Scheur West - Ribzand - Pas van het Zand can be followed.

The small LNG tanker is classified as
“OVERSIZED VESSEL”

All shipping in the traffic zone will be warned by VTS - SM of the presence of an inbound LNG tanker en route from the “KB” buoy to the port of Zeebrugge.

11.3. Permission to enter the port

- When a LNG tanker enters the port of Zeebrugge for the first time, this will be done by daylight
- Before entering the port, the master will ask Port Control Zeebrugge for permission and will inform VTS – SM
- Permission to enter will be granted subject to compliance with the following conditions:

11.3.1. By MBZ

- 11.3.1.1. The necessary provisions must have been made for the reception of the tanker (Fluxys LNG Zeebrugge).
- 11.3.1.2. No ammunition carrying vessels may be present in the outer harbour.
- 11.3.1.3. No gas tanker, for which no checklist “simultaneous call of a LNG ship and another gas tanker for rinsing” has been delivered by a gas-expert, may be present in the outer harbour.
- 11.3.1.4. At least one tug must be able to proceed in time to assist the LNG tanker for the passage Zandboei.

A minimum required bollard pulling power of 40 tonnes is required for the tug.

- 11.3.1.5. At all times, more tugs can be ordered to assist by the captain of the LNG tanker.
- The towing lines supplied by the tugs are steel cables.
 - One or more tugs must be equipped with fire-fighting equipment suitable for dealing with an LNG fire.
- 11.3.1.6. In the event of the simultaneous arrival of ships, strict measures regarding order and time of entry will apply (Port Control Zeebrugge).

11.3.2. By VTS-SM

- 11.3.2.1. The technical condition of the LNG vessel must conform to the checklist.
- 11.3.2.2. The under-keel clearance of the LNG tanker must be at least 20% of her draught when at sea and at least 15% when in the harbour.
- 11.3.2.3. Wind-force must be less than 14 metres per second according to the meteorological data from the western breakwater Zeebrugge.

11.3.2.4. Visibility must be at least half a nautical mile.

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

If the requested permission (to enter the port) is refused, the LNG tanker will be directed to a safe anchorage by VTS –SM.

Port Control Zeebrugge, VTS-SM and the pilotage decide in consensus about the fulfilment of above stated conditions n° 11.3.2.1. to 11.3.2.5.

11.4. Reports

The vessel will report:

11.4.1. When?

11.4.1.1. Immediately after the pilot has boarded

11.4.1.2. Upon passing buoys:

{ A1/VG3-VG4/S3
SZ
Z

11.4.1.3. Upon passing Zeebrugge breakwaters

11.4.2. To whom?

11.4.2.1. Vlissingen Centre VHF-channel 14

11.4.2.2. Traffic Centre Wandelaar VHF-channel 65
Traffic Centre Zeebrugge VHF-channel 69

11.4.2.3. Port Control Zeebrugge VHF-channel 71

stating the estimated time of arrival at the next passage points (as indicated above).

11.5. Shipping regulations

11.5.1. By VTS-SM

VTS - SM regulates and co-ordinates all shipping in the vicinity of LNG tankers, issuing as standing order a minimum safety distance of at least 2 cables when passing an LNG tanker (overtaking or crossing).

When issuing the estimated time of arrival at passage points, VTS-SM reports the minimum passage distance to shipping traffic (2 cables under normal circumstances, 5 cables when boarding/disembarking the pilot).

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

11.5.2. By MBZ

As from the passage of the “Z” buoy, Zeebrugge Port Control will co-ordinate all in- and outbound traffic, issuing as standing order a safety distance of at least 2 cables from the LNG tanker, until she has rounded the “LNG” buoy .

11.6. Police Patrol

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

The Police patrol boat will contact the pilot on board the LNG-ship, VTS-SM (VHF channel 04) and Port Control Zeebrugge (VHF channel 71).

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

Furthermore, VTS - SM will take steps to ensure that all shipping in its traffic zones is informed about the arrival of the LNG tanker, and her passage times at the various waypoints.

12. Stay in the port of Zeebrugge – MBZ

The LNG tanker will berth port side to the LNG jetty. The following precautions will be adopted throughout the entire stay of the ship in the port:

- 12.1. The LNG tanker must have the required towing lines (firewires) hanging overboard at all times.
- 12.2. The LNG tanker may have an under-keel clearance of less than 15% of her draught during her stay in the port.
- 12.3. A tug equipped with suitable fire-fighting equipment must remain in the vicinity of the LNG tanker at all times.
- 12.4. No ammunition carrying vessels may be present in the outer port.
- 12.5. No gas tanker, for which no checklist “simultaneous call of an LNG ship and another gas tanker for rinsing” has been delivered by a gas-expert, will be allowed in the outer port.

13. Nautical regulations upon departure

13.1. Permission to leave the port

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

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

- | |
|-----------------------------------------------------------------|
| <p>→ 1 hour prior to departure
→ at the time of sailing</p> |
|-----------------------------------------------------------------|

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

13.1.1. By MBZ

- 13.1.1.1. No ammunition carrying vessels may be present in the outer port.
- 13.1.1.2. No gas tanker, for which no checklist “simultaneous call of an LNG ship and another gas tanker for rinsing” has been delivered by a gas-expert, may be present in the outer port.

13.1.1.3. Tug(s):

- A minimum required combined bollard pulling of 40 tonnes is required for the tug(s) with fire-extinguishing equipment. The tug(s) accompany the LNG tanker until she has passed the new breakwaters.

13.1.1.4. Strict definition of sequence and time of sailing if other vessels happen to report simultaneously.

13.1.1.5. Wind-force must be less than 14 metres per second (according to the observations of western breakwater Zeebrugge).

13.1.1.6. Visibility must be at least half a nautical mile.

13.1.2. By VTS-SM

13.1.2.1. The technical condition of the tanker must comply with the LNG checklist.

13.1.2.2. The LNG tanker must have an under-keel clearance of at least 15% of her draught when in the harbour and at least 20% when at sea.

13.1.2.3. The tidal current at the breakwaters must be running at less than 2 knots.

Port Control Zeebrugge, VTS-SM and the pilotage decide in consensus about the fulfilment of above stated conditions n° **13.1.1.5.** to **13.1.2.3.**

13.2. Reports

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

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

13.3. Route and pilot disembarking

- The LNG tanker will sail via Pas van het Zand, Ribzand, Vaargeul 1 and Pilot Station Wandelaar. Pending earlier made traffic arrangements and possible fairway obstructions the alternative route Scheur West - A1 - SW Akkaert can be followed.
- When the pilot disembarks from the LNG tanker, well clear of all other pilot boarding/disembarking operations, all other vessels will be warned in good time by the

Wandelaar pilot cutter and VTS-SM, and be requested to keep a safety distance (at least 5 cables) from the LNG tanker.

13.4. Shipping Regulations

13.4.1. By MBZ

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

13.4.2. By VTS-SM

VTS - SM will regulate and co-ordinate all traffic in the vicinity of the LNG tanker. A minimum safety distance of 2 cables when passing the LNG tanker (overtaking or crossing) must be maintained.

Furthermore VTS - SM shall ensure that all shipping remains informed about the departure of the LNG tanker and her passage times

13.5. Police Patrol

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

The Police patrol boat will contact the pilot on board the LNG-ship, VTS-SM (VHF channel 04) and Port Control Zeebrugge (VHF channel 71).

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

Annex 1 – partners

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<p>Maritime Police Zeebrugge</p>	<p>Veerbootstraat 1 8380 BRUGGE tel: +32 (0) 50/55.60.40 fax: +32 (0) 50/55.60.43 spnz@skynet.be</p>
<p>MBZ</p>	<p>Harbour Management Brugge-Zeebrugge P. Vandammehuis Isabellalaan 1 B-8380 Zeebrugge Belgium</p> <p>Tel.: + 32 (0) 50 54 32 40 (<i>during office hours</i>) Fax: + 32 (0) 50 54 32 49 (<i>during office hours</i>)</p> <p>Tel.: + 32 (0) 50 54 68 67 (<i>outside office hours</i>) Fax: + 32 (0) 50 55 03 50 (<i>outside office hours</i>)</p> <p>e-mail: harbour.master@mbz.be Website: www.portofzeebrugge.be</p>
<p>VTS-SM</p>	<p>Traffic Centre Zeebrugge Westelijke Havendam (Western Pier) 8380 Zeebrugge Operational– head operator:</p> <p>Tel: +32 (0) 50 55 08 01 Tel: +32 (0) 50 55 08 02 Fax: +32 (0) 50 54 74 00 Telex: 81417</p> <p>e-mail: vts-zeebrugge@vts-scheldt.net</p>

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Annex II - Corrections to this document

Date	Nr. correction	Version correction	page	Correction
01/01/2010	Nr. 1	13.05 to 13.06	P. 5 - §5	Read: "From the west to the line formed by buoys Westende – Middelkerkebank – Oostdyck" instead of "From the west to the line formed by buoys Westende – Middelkerkebank – A-Zuid"
01/01/2010	Nr. 1	13.05 to 13.06	P. 5 - §5	Read: Once the LNG tanker has passed buoy "Oostdyck" instead of Once the LNG tanker has passed buoy "AZ"
01/01/2010	Nr. 1	13.05 to 13.06	P. 5 - §5	Read: From the line formed by buoys Westende - Middelkerkebank - Oostdyck to the line AI -bis - S 2 – VG6 instead of From the line formed by buoys Westende - Middelkerkebank - A-Zuid - AI -bis - S 2 –VG5 –VG6
01/01/2010	Nr. 1	13.05 to 13.06	P. 5 - §5	Delete: "VG5" in the line "From the line formed by buoys AI bis- S 2 <u>VG5</u> - VG6 including Pas van het Zand to Zeebrugge breakwaters"
01/01/2010	Nr. 1	13.05 to 13.06	P. 14 - § 11.2	Read "KB" instead of "AZ"
01/01/2010	Nr. 1	13.05 to 13.06	P. 22 – VTS-SM	Read " vts-zeebrugge@vts-scheldt.net " instead of " radartorenzeebrugge@vlaanderen.be "