

No. 4274

**BELGIUM
and
NETHERLANDS**

Agreement (with annex) amending the Regulations signed at Antwerp on 20 May 1843, concerning pilotage and joint supervision on the Scheldt. Signed at Brussels, on 24 October 1957

Official texts: French and Dutch.

Registered by Belgium on 31 March 1958.

**BELGIQUE
et
PAYS-BAS**

Convention (avec annexe) modifiant le Règlement signé à Anvers le 20 mai 1843, relatif au pilotage et à la surveillance commune sur l'Escaut. Signée à Bruxelles, le 24 octobre 1957

Textes officiels français et néerlandais.

Enregistrée par la Belgique le 31 mars 1958.

[TRANSLATION — TRADUCTION]

No. 4274. AGREEMENT¹ BETWEEN THE KINGDOM OF BELGIUM AND THE KINGDOM OF THE NETHERLANDS AMENDING THE REGULATIONS SIGNED AT ANTWERP ON 20 MAY 1843, CONCERNING PILOTAGE AND JOINT SUPERVISION ON THE SCHELDT. SIGNED AT BRUSSELS, ON 24 OCTOBER 1957

His Majesty the King of the Belgians and Her Majesty the Queen of the Netherlands, recognizing the necessity of making certain new arrangements concerning pilotage on the Scheldt and its estuary, have for this purpose designated as their plenipotentiaries :

His Majesty the King of the Belgians :

His Excellency Mr. Victor Larock, Minister of Foreign Affairs;

Her Majesty the Queen of the Netherlands :

His Excellency Jonkheer E. Teixeira de Mattos, Ambassador Extraordinary and Plenipotentiary of the Netherlands at Brussels,

Who, having exchanged their full powers, found in good and due form, have agreed as follows :

Article I

The Regulations on pilotage and joint supervision, constituting part of the Agreement of 20 May 1843 concluded between Belgium and the Netherlands to give effect to articles 9 and 10 of the Treaty of 19 April 1839 and to chapter II, sections 1, 2, 3 and 4, of the Treaty of 5 November 1842, are hereby amended as follows :

A. Article 27 shall read as follows :

“ If a master takes aboard more than one pilot in order to ensure greater safety in the piloting of his vessel, the pilotage charge due under these Regulations shall be paid for the services of each of the pilots. ”

B. An article 28 *bis* shall be inserted after article 28 and shall read as follows :

¹ Came into force on 1 March 1958, in accordance with article IV. The exchange of the instruments of ratification took place at The Hague on 27 December 1957. This Convention is not applicable to the Territories of the Belgian Congo and Ruanda-Urundi.

“ The commissioners entrusted with joint supervision shall determine the buoys or points that are to be regarded as outer buoys within the meaning of these Regulations. They shall also indicate the geographical position of such buoys.

“ The said commissioners shall ensure that this information is made known to shipping.

“ If the commissioners are unable to come to an agreement on the matters set out in the first paragraph, the position of the outer buoys shall be determined by common agreement between the Governments of the two countries. ”

C. Article 36 shall read as follows :

“ Subject to the special provisions of these Regulations in respect of scales, the pilotage charge shall be paid in accordance with the scales set out in the annex to these Regulations.

“ The said scales, which are expressed in guilders, include a scale of sea pilotage charges, hereinafter referred to as scale Z, and a scale of inland-waters pilotage charges, hereinafter referred to as scale B.

“ These scales are fixed on the basis of the vessel's draft expressed in decimetres. Fractions of half a decimetre or less are disregarded while those of more than half are rounded off to the next higher decimetre.

“ In scale B, the distances covered in nautical miles, as listed in the annex to these Regulations, are also taken into account. A nautical mile is understood to be a mile comprising 1/60th of a degree (1,852 metres).

“ Scale Z shall apply to seaward of the Flushing roadstead; scale B shall apply to landward of said roadstead.

“ The scale for the most frequent pilotage run in the inland waters is given in the annex to these Regulations.

“ To obtain the scales for pilotage charges in Belgian currency, the scales set out in the annex shall be converted on the basis of the average rate of exchange of the Netherlands guilder as officially quoted at Brussels, it being understood that no adjustment shall be made in the amounts thus determined in Belgian francs unless the rate of exchange varies by more than 1 ½ per cent from the rate on which the last computation was based; the amounts thus obtained shall be rounded off to the next higher ten if the units digit is five or more, and to the next lower ten if the units digit is less than five.

“ The scales for pilotage charges in Belgian currency, as amended under the terms of the preceding paragraph, shall be declared in force by the pilotage administrations of the two countries within five days of the date indicated in the tenth paragraph, item (c), of this article.

“ The pilotage administrations of the two countries shall, by publishing a schedule, ensure that the new scales in Belgian currency are made known to shipping.

“ This schedule shall in particular indicate :

“ (a) The date on which the scales were fixed;

“ (b) The time from which the pilotage charges shall be levied according to this schedule in Belgian currency;

“ (c) The date of the official quotation at Brussels and the rate of exchange on which this schedule is based.

“ In the event that more than one article of this chapter is applicable, increases and reductions in the pilotage charges based on the scales set out in the annex or on those obtained by conversion shall be computed according to the sequence of the articles in this chapter, it being understood that every subsequent increase or reduction shall be computed on the basis of the amount already increased or reduced.

“ If, in the event that one of the articles of this chapter is applicable, the amount of the pilotage charges in Netherlands currency includes decimals, this amount shall be rounded off to the next higher guilder if the decimal is .50 or more, and to the next lower guilder if it is less than .50; the amounts obtained in Belgian currency shall be rounded off as indicated in the seventh paragraph of this article.

“ If two or more of the articles of this chapter are applicable, the rounding-off provided for in the preceding paragraph shall not be effected until the last computation has been completed. ”

D. An article 36 *bis* shall be inserted after article 36 and shall read as follows :

“ The pilotage charge computed on the basis of the scales shall be increased by 10 per cent for vessels which are in tow.

“ The scales for vessels which are in tow shall continue to apply in cases where the pilot, in order to carry out his duties, transfers to the towing vessel.

“ The 10 per cent increase in pilotage charges shall not apply if towing is employed only at the beginning or end of a pilotage run in entering or leaving a harbour, dock or roadstead. This provision shall also apply where, for reasons which could not be foreseen at the beginning of the pilotage run, the assistance of one or more towing vessels has to be sought during the run, or where one or more towing vessels escort the vessel during the run in order to lend it any necessary assistance. ”

E. Article 37 shall read as follows :

“ The draft shall be noted by the pilot in the presence of the master or his representative.

“ The charge for sea pilotage and inland-waters pilotage shall be computed on the basis of the draft in the port of arrival or departure or, in the case of vessels bound for Ghent or another port on the Belgian section of the Terneuzen Canal, on the basis of the draft in the Terneuzen lock, provided that :

“(a) In the case of a vessel coming from the sea whose draft changes before or during the inland-waters pilotage run, the sea pilotage charge shall be computed on the basis of the greatest draft during the sea pilotage run, and the inland-waters pilotage charge on the basis of the greatest draft during the inland-waters pilotage run;

“(b) In the case of a vessel going out to sea whose draft changes before the beginning of the sea pilotage run, the sea pilotage charge shall be computed on the basis of the draft measured at the beginning of that run, and the inland-waters pilotage charge on the basis of the greatest draft during the inland-waters pilotage run.

“ Any increase in draft resulting from unforeseen damage or accidents occurring during the pilotage run shall be disregarded in computing the pilotage charge. ”

F. Article 38 shall read as follows :

“ If anchor is cast one or more times during a pilotage run—off or within the estuary, in the roadstead or in inland waters—and the run is subsequently resumed, the run shall not be considered to have been terminated or interrupted on condition that no goods are loaded or unloaded and no passengers are taken on board or put ashore while the vessel is lying at anchor. ”

G. Article 39 shall read as follows :

“ If, upon arrival, a master is unable to obtain a pilot before reaching the outer buoy but takes one on board after passing that buoy, the charge for piloting the vessel in the estuary shall be half the pilotage charge set out in scale Z.

“ If a master does not employ the services of a pilot, even though he could have obtained them, he must nevertheless pay the pilotage charges set out in the scales.

“ If there was no possibility of obtaining a pilot, no pilotage charge need be paid. ”

H. Articles 41 and 42 shall cease to have effect.

I. Article 43 shall read as follows :

“ If a pilot boat, by reason of bad weather or other circumstances, is unable to put on board one or more vessels the pilots who are to pilot them but nevertheless provides pilotage by travelling in front of them, the pilotage charge set out in scale Z shall be paid in respect of such vessel.

“ If one or more vessels with no pilot on board are piloted by another vessel aboard which a pilot is on duty, the pilotage charge for each of the first-mentioned vessels shall be half the charge set out in the scales. ”

J. Article 44 shall read as follows :

“ In the following cases the master of a vessel shall pay the following additional charges :

“ 1. If a pilot is requested outside the regular office hours : 15 guilders, whether or not the pilot is available.

“ 2. If a request for a pilot's services is cancelled, or if a pilot is obliged to return without having rendered any services, either because the voyage is postponed or because the vessel, instead of waiting, leaves before the pilot has time to come aboard : 15 guilders.

“ 3. If, after the appointed time for the pilot to be on board before the departure of the vessel, there is a delay of more than two hours : 8 guilders for each hour or fraction thereof after the first two hours, up to a maximum of 50 guilders for the first day and a maximum of 25 guilders for each twelve-hour period or fraction thereof on each of the following days. The same shall apply to the case where there is a change of pilot during the pilotage run and the run is not resumed within two hours, and to any case where the vessel halts for more than two hours during the pilotage run.

“ The foregoing provision shall not apply if the halt results from :

“ (a) Local weather conditions;

“ (b) Lockage at Terneuzen or upon arrival at Antwerp;

“ (c) The state of the tide;

“ (d) Defects in the ship which arise during the pilotage run.

“ 4. If, on completion of the pilotage run, the master, while the vessel is in a roadstead or harbour, keeps a pilot on board so that he may continue to avail himself of the pilot's assistance or have the pilot perform services connected with the safety of the ship : 8 guilders for each hour or fraction thereof up to a maximum of 50 guilders for the first day and a maximum of 25 guilders for each twelve-hour period or fraction thereof on each of the following days.

“ 5. If a pilot is not put ashore and the master takes him along to sea, whether or not pilotage service is or can be rendered during such sea voyage : 50 guilders for each day or fraction thereof, counting from the time when the vessel leaves the estuary in question to the time when the pilot returns to his home station.

“ 6. If the master, wishing to take his vessel to Belgium via the Scheldt or the Terneuzen Canal, takes a pilot on board in a port which is not situated on the Scheldt : 50 guilders for each day or fraction thereof, counting from the time

when the pilot leaves his home station to the time when the vessel he is piloting arrives at the place where the master could, under normal circumstances, have taken a pilot on board for the Scheldt estuary, whether or not pilotage service was or could have been rendered during the sea voyage.

“ 7. If a pilot, as a result of being taken on board a contaminated vessel, must be admitted to a place of observation or a hospital on land : 50 guilders for each day or fraction thereof, counting from the time of his admission, irrespective of the expenses resulting from such admission.

“ Exemption from payment of the additional charges provided for in items 3 and 5 may be granted if the vessel was halted or the pilot was kept on board for reasons attributable to either of the two pilotage administrations.

“ With regard to the conversion, adjustment and rounding-off of the amounts of additional charges in Belgian currency, the procedure prescribed in article 36 in respect of pilotage scales shall apply.

“ For the purposes of this article, the term ‘ day ’ means a period of twenty-four hours, irrespective of when such period begins. ”

K. Four new articles shall be inserted after article 44 and shall read as follows :

“ *Article 44 bis.* If the master takes a pilot along to sea and puts him ashore at a Netherlands or Belgian port not situated on the Scheldt or at some other foreign port, the master—irrespective of the additional charges provided for in article 44, item 5—shall, in accordance with the regulations of the pilotage administration to which the pilot belongs, reimburse the travel and lodging expenses incurred by the pilot in proceeding to his home station from the port where he was put ashore. ”

“ *Article 44 ter.* If the master of a vessel lying in a Netherlands or Belgian port not situated on the Scheldt or in some other foreign port takes a pilot on board there instead of doing so off the Scheldt estuary, the master—irrespective of the additional charges provided for in article 44, item 6—shall, in accordance with the regulations of the pilotage administration to which the pilot belongs, reimburse the travel and lodging expenses incurred by the pilot in proceeding to the vessel from his home station. ”

“ *Article 44 quater.* If special expenses are incurred in taking a pilot on board or putting him ashore, such expenses shall be paid by the master of the vessel concerned. ”

“ *Article 44 quinquies.* If, during the time the pilot is on board, the master, for any reason whatever, does not provide him with food (breakfast, lunch or supper), the master shall be obliged to pay a special charge. The amount of such charge shall be fixed in accordance with the regulations of the pilotage administration to which the pilot belongs. ”

L. Article 45 shall read as follows :

“ If the master takes a pilot on board to seaward of the outer buoy and puts him ashore without going past that buoy, a quarter of the pilotage charge set out in scale Z shall be paid, irrespective of whether the vessel is entering or leaving. ”

M. Article 46 shall read as follows :

“ If, before reaching the outer buoy on a pilotage run out to sea, a vessel returns to the roadstead or port of origin or to another Belgian or Netherlands roadstead or port, the pilotage charge for the distance covered in the sea pilotage run, both in leaving and in entering, shall be the charge set out in scale Z, and the pilotage charge for the inland-waters pilotage run shall be the charge set out in scale B in respect of the total distance covered, expressed in nautical miles.

“ If, as provided in the preceding paragraph, the vessel returns to a Netherlands port, the pilotage charge based on scale B shall be computed as follows for the inland-waters pilotage run :

“ To Terneuzen, as far as the lock or the harbour;

“ To Hansweert or Flushing, as far as the roadstead of either port.

“ If, on the inland-waters pilotage run, or on the sea pilotage run to landward of the outer buoy, a vessel is forced, as a result of bad weather, dragging of anchors, breakage of anchor machinery or other unforeseeable causes of a like nature, to leave its anchorage and move to a safer one, and if the services of a pilot are employed in such a case, the pilotage charge shall be paid on the basis of scale B according to the total distance covered, expressed in nautical miles. ”

N. Article 47 shall read as follows :

“ In the event of floating ice, the pilotage charge computed on the basis of the scales shall be increased by one-half.

“ The term ‘ floating ice ’ means drift or solid ice which, in the opinion of the two pilotage administrations, is sufficient to be a serious impediment to the pilotage runs. ”

O. An article 47 *bis* shall be inserted after article 47 and shall read as follows :

“ If, in the opinion of the pilotage administration concerned, a vessel is difficult to steer, the pilotage charge set out in the scales shall be increased by one-half. ”

P. Article 48 shall read as follows :

“ The master or commanding officer, as the case may be, of any vessel of the following types shall not be required to employ the services of a pilot :

“ 1. Vessels in ballast with a draft of less than twenty-two decimetres;

“ 2. Warships;

“ 3. Yachts and other vessels belonging to the Royal Netherlands Navy or the Belgian Naval Forces;

“ 4. Vessels of the pilotage, buoying and beaconing service of either nation;

“ 5. Fishery inspection vessels belonging to either nation and revenue cutters of the customs and excise service of either nation;

“ 6. Rescue vessels, hospital ships and church ships;

“ 7. Vessels belonging to either nation which are used exclusively for training purposes;

“ 8. Vessels belonging to sailing, rowing and yachting clubs;

“ 9. Cable ships, but only when being employed as such;

“ 10. Tugboats and salvage vessels which are constructed as such, on condition that they do not carry goods or passengers;

“ 11. Vessels used for fishing or shell-fishing or for carrying fresh or salted fish or shell-fish from the fishing grounds, on condition that such vessels carry no other goods or passengers;

“ 12. Inland vessels, holding certificates of registry, which are not proceeding out to sea or returning from a sea voyage;

“ 13. Vessels equipped for dredging or for carrying dredging materials, sand or the like, but only when being used for those purposes;

“ 14. Vessels in special circumstances to be determined by mutual agreement between the commissioners of the two Governments. ”

Q. Two new articles shall be inserted after article 48 and shall read as follows :

“ *Article 48 bis.* A master or commanding officer who, under the preceding article, is exempt from the obligation to employ the services of a pilot shall not be required to pay pilotage charges.

“ If he makes use of such services even though not obliged to do so, he shall be required to pay pilotage charges and, where applicable, the additional and special charges prescribed by articles 44 to 44 *quinquies* inclusive. ”

“ *Article 48 ter.* The master or commanding officer of any vessel of the following types shall, even if he employs the services of a pilot, be exempt from the payment of pilotage charges and, where applicable, of the additional charges prescribed by article 44 :

“ 1. Warships belonging to either nation;

“ 2. The vessels referred to in items 3, 4 and 7 of article 48;

“ 3. Vessels in special circumstances to be determined by mutual agreement between the commissioners of the two Governments. ”

R. Article 49 shall cease to have effect.

S. Article 50 shall read as follows :

“ Pilotage charges and the additional and special charges payable under these Regulations shall be paid by a master to one of the collectors designated for that purpose, such payments to be made within one month of the date on which they become due but in any case before the vessel next puts to sea or departs for a foreign country, unless, to the satisfaction of the collector, security is deposited from which the pilotage charges and the additional and special charges aforesaid can be recovered.

“ The master of a vessel putting to sea or departing for a foreign country shall in every case post security for the amount to be paid in respect of the outward journey.

“ The customs and excise service shall not issue a release to the master or clear the vessel outwards except upon production of a certificate showing that payment has been made or security posted or of a statement signed by the collector of pilotage charges certifying that all pilotage and other charges have been paid. These certificates and statements shall be supplied free of charge. ”

T. Article 51 shall read as follows :

“ Claims concerning pilotage and other charges which allegedly were not paid or were improperly collected shall be limited to a period of five years from the date on which such charges were due or regarded as due. ”

Article II

The Agreement of 19 September 1863 concluded between Belgium and the Netherlands for the reduction of pilotage charges on the Scheldt shall cease to have effect.

Article III

The scale annexed to the Regulations referred to in article I shall cease to have effect and shall be superseded by the scale annexed to the present Agreement.¹

Article IV

This Agreement shall be ratified, and the instruments of ratification shall be exchanged at The Hague with all possible dispatch.

After the exchange of the instruments of ratification, the Agreement shall enter into force on a date to be fixed by the commissioners entrusted with joint supervision and shall remain in force until the expiry of six months from the date on which notice of termination is given by either Contracting Party.

¹ See p. 228 of this volume.

IN WITNESS WHEREOF the respective plenipotentiaries have signed the present Agreement and have thereto affixed their seals.

DONE in duplicate at Brussels on 24 October 1957, in the French and Dutch languages, both texts being equally authentic.

For the Kingdom
of Belgium :
(Signed) V. LAROCK

For the Kingdom
of the Netherlands :
(Signed) E. TEIXEIRA DE MATTOS

ANNEXE

BIJLAGE

ANNEX

TARIFS DES DROITS DE PILOTAGE POUR
L'ESCAUT ET SES EMBOUCHURES EN
MONNAIE DES PAYS-BASTARIEVEN DER LOODSGELDEN VOOR DE
SCHELDE EN HAAR MONDINGEN IN
NEDERLANDSE MUNTSCALES OF PILOTAGE CHARGES FOR THE
SCHELDT AND ITS ESTUARY IN NETHER-
LANDS CURRENCY

1. Tarif des droits de pilotage :

1. Loodsgeldtarieven :

1. Scale of pilotage charges :

Tirant d'eau en dm	Tarif des droits de pilotage dans les eaux maritimes intérieures							
	Tarif des droits de pilotage de mer de ou vers la mer (f)	Moins de 8 milles marins (f)	De 8 à moins de 12 milles marins (f)	De 12 à moins de 18 milles marins (f)	De 18 à moins de 26 milles marins (f)	De 26 à moins de 36 milles marins (f)	De 36 à moins de 48 milles marins (f)	De 48 à moins de 62 milles marins (f)
Diepgang in dm	Binnenloodsgeldtarief							
	Zeeloodsgeld-tarief uit of naar zee (f)	Minder dan 8 zeemijl (f)	8 tot minder dan 12 zeemijl (f)	12 tot minder dan 18 zeemijl (f)	18 tot minder dan 26 zeemijl (f)	26 tot minder dan 36 zeemijl (f)	36 tot minder dan 48 zeemijl (f)	48 tot minder dan 62 zeemijl (f)
Draft in decimeters	Scale of inland-waters pilotage charges							
	Scale of sea pilotage charges inward or outward (guilders)	Less than 8 nautical miles (guilders)	From 8 to less than 12 nautical miles (guilders)	From 12 to less than 18 nautical miles (guilders)	From 18 to less than 26 nautical miles (guilders)	From 26 to less than 36 nautical miles (guilders)	From 36 to less than 48 nautical miles (guilders)	From 48 to less than 62 nautical miles (guilders)
1	2	3	4	5	6	7	8	9
25 et moins en daarbeneden or less	29,—	10,—	11,—	12,—	13,—	14,—	15,—	17,—
26 —	30,—	10,—	11,—	12,—	13,—	14,—	15,—	17,—
27 —	31,—	10,—	11,—	12,—	13,—	14,—	16,—	18,—
28 —	33,—	10,—	11,—	12,—	14,—	15,—	17,—	19,—
29 —	35,—	10,—	11,—	13,—	14,—	16,—	18,—	20,—
30 —	37,—	10,—	11,—	13,—	15,—	17,—	19,—	21,—
31 —	39,—	10,—	12,—	14,—	16,—	18,—	20,—	22,—
32 —	42,—	11,—	13,—	15,—	17,—	19,—	21,—	23,—
33 —	45,—	12,—	14,—	16,—	18,—	21,—	23,—	25,—
34 —	48,—	12,—	14,—	17,—	19,—	22,—	24,—	26,—
35 —	52,—	13,—	16,—	18,—	21,—	23,—	26,—	29,—
36 —	56,—	14,—	17,—	20,—	22,—	25,—	28,—	31,—

Tarif des droits de pilotage dans les eaux maritimes intérieures								
Tirant d'eau en dm	Tarif des droits de pilotage de mer de ou vers la mer (f)	Moins de 8 milles marins (f)	De 8 à moins de 12 milles marins (f)	De 12 à moins de 18 milles marins (f)	De 18 à moins de 26 milles marins (f)	De 26 à moins de 36 milles marins (f)	De 36 à moins de 48 milles marins (f)	De 48 à moins de 62 milles marins (f)
Binnenloodsgeldtarief								
Diepgang in dm	Zeeloodsgeld-tarief uit of naar zee (f)	Minder dan 8 zeemijl (f)	8 tot minder dan 12 zeemijl (f)	12 tot minder dan 18 zeemijl (f)	18 tot minder dan 26 zeemijl (f)	26 tot minder dan 36 zeemijl (f)	36 tot minder dan 48 zeemijl (f)	48 tot minder dan 62 zeemijl (f)
Scale of inland-waters pilotage charges								
Draft in decimeters	Scale of sea pilotage charges inward or outward (guilders)	Less than 8 nautical miles (guilders)	From 8 to less than 12 nautical miles (guilders)	From 12 to less than 18 nautical miles (guilders)	From 18 to less than 26 nautical miles (guilders)	From 26 to less than 36 nautical miles (guilders)	From 36 to less than 48 nautical miles (guilders)	From 48 to less than 62 nautical miles (guilders)
1	2	3	4	5	6	7	8	9
82 —	491,—	123,—	148,—	172,—	197,—	221,—	246,—	270,—
83 —	502,—	126,—	151,—	176,—	201,—	226,—	251,—	276,—
84 —	513,—	129,—	154,—	180,—	206,—	231,—	257,—	282,—
85 —	524,—	131,—	157,—	183,—	210,—	236,—	262,—	288,—
86 —	535,—	134,—	161,—	188,—	214,—	241,—	268,—	294,—
87 —	545,—	137,—	164,—	191,—	218,—	246,—	273,—	300,—
88 —	555,—	139,—	167,—	195,—	222,—	250,—	278,—	305,—
89 —	565,—	142,—	170,—	198,—	226,—	255,—	283,—	311,—
90 —	575,—	144,—	173,—	202,—	230,—	259,—	288,—	316,—
91 —	585,—	147,—	176,—	205,—	234,—	264,—	293,—	322,—
92 —	595,—	149,—	179,—	209,—	238,—	268,—	298,—	327,—
93 —	605,—	152,—	182,—	212,—	242,—	273,—	303,—	333,—
94 —	614,—	154,—	184,—	215,—	246,—	276,—	307,—	338,—
95 —	623,—	156,—	187,—	218,—	250,—	281,—	312,—	343,—
96 —	632,—	158,—	190,—	221,—	253,—	284,—	316,—	348,—
97 —	641,—	161,—	193,—	225,—	257,—	289,—	321,—	353,—
98 —	650,—	163,—	195,—	228,—	260,—	293,—	325,—	358,—
99 —	659,—	165,—	198,—	231,—	264,—	297,—	330,—	362,—
100 —	667,—	167,—	200,—	234,—	267,—	301,—	334,—	367,—
101 —	675,—	169,—	203,—	237,—	270,—	304,—	338,—	371,—
102 —	683,—	171,—	205,—	239,—	274,—	308,—	342,—	376,—
103 —	691,—	173,—	208,—	242,—	277,—	311,—	346,—	380,—
104 —	698,—	175,—	209,—	244,—	279,—	314,—	349,—	384,—
105 —	705,—	177,—	212,—	247,—	282,—	318,—	353,—	388,—

110 —	738,—	185,—	221,—	258,—	295,—	332,—	369,—	406,—
111 —	743,—	186,—	223,—	260,—	298,—	335,—	372,—	409,—
112 —	747,—	187,—	224,—	262,—	299,—	337,—	374,—	411,—
113 —	750,—	188,—	225,—	263,—	300,—	338,—	375,—	413,—
114 —	752,—	188,—	226,—	263,—	301,—	338,—	376,—	414,—
115 —	754,—	189,—	226,—	264,—	302,—	339,—	377,—	415,—
116 —	756,—	189,—	227,—	265,—	302,—	340,—	378,—	416,—
117 —	757,—	190,—	227,—	265,—	303,—	341,—	379,—	416,—
118 —	758,—	190,—	227,—	265,—	303,—	341,—	379,—	417,—
119 —	759,—	190,—	228,—	266,—	304,—	342,—	380,—	417,—
120 et plus	760,—	190,—	228,—	266,—	304,—	342,—	380,—	418,—
en daarboven or more								

Application du tarif B pour des distances égales ou supérieures à 62 milles marins : de 62 à moins de 70 milles marins :
tarif colonne 9 + 1 × tarif colonne 3.
de 70 à moins de 78 milles marins :
tarif colonne 9 + 2 × tarif colonne 3.
et ainsi de suite, étant entendu que pour chaque augmentation de 8 milles marins le dernier tarif sera toujours augmenté d'une fois le tarif de la colonne 3.

2. Tarif pour la course de pilotage la plus fréquente dans les eaux maritimes intérieures:

Flessingue-Anvers ou vice versa : tarif colonne 8.

3. Pour les bâtiments en provenance d'Anvers et à destination de Flessingue, de Hansweert ou d'un port néerlandais du canal de Terneuzen ou vice versa, il est fait application des tarifs suivants :

- 1^o Anvers-rade de Flessingue, tarif colonne 8;
- 2^o Anvers-rade de Hansweert, tarif colonne 6;
- 3^o Anvers-Terneuzen, tarif colonne 7;
- 4^o Anvers-Sluisil, tarif colonne 7;
- 5^o Anvers-Sas de Gand, tarif colonne 8.

Toepassing van het B-tarief voor afstanden van 62 zeemijl of meer :

van 62 tot minder dan 70 zeemijl :
tarief kolom 9 + 1 × tarief kolom 3.
van 70 tot minder dan 78 zeemijl :
tarief kolom 9 + 2 × tarief kolom 3.
en zo vervolgens, met dien verstande dat voor elke toeneming van 8 zeemijl ook telkenmale het laatstgenoemde tarief wordt vermeerderd met eenmaal het tarief van kolom 3.

2. Tarief voor de meest voorkomende binnenloodsreis :

Vlissingen-Antwerpen of omgekeerd : tarief kolom 8.

3. Voor schepen komende van Antwerpen met bestemming Vlissingen, Hansweert of van een van de Nederlandse havens aan het kanaal van Terneuzen of omgekeerd, worden de volgende tarieven berekend :

- 1^o Antwerpen-rede van Vlissingen, tarief kolom 8;
- 2^o Antwerpen-rede van Hansweert, tarief kolom 6;
- 3^o Antwerpen-Terneuzen, tarief kolom 7;
- 4^o Antwerpen-Sluisil, tarief kolom 7;
- 5^o Antwerpen-Sas van Gent, tarief kolom 8.

Application of scale B for distances of 62 nautical miles or more :

From 62 to less than 70 nautical miles :
Scale column 9 + 1 × scale column 3;
From 70 to less than 78 nautical miles :
Scale column 9 + 2 × scale column 3;
And so on, it being understood that for each increase of 8 nautical miles the last preceding scale shall always be increased by the amount of the scale in column 3.

2. Scale for the most frequent pilotage run in inland waters :

Flushing to Antwerp or vice versa : scale column 8.

3. In the case of vessels proceeding from Antwerp to Flushing, Hansweert or a Netherlands port on the Terneuzen Canal, or in the opposite direction, the following scales shall apply :

- (1) Antwerp-Flushing roadstead, scale column 8;
- (2) Antwerp-Hansweert roadstead, scale column 6;
- (3) Antwerp-Terneuzen, scale column 7;
- (4) Antwerp-Sluisil, scale column 7;
- (5) Antwerp-Sas van Gent, scale column 8.