

**No. 7132**

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**NETHERLANDS  
and  
BELGIUM**

**Agreement (with annex) concerning pilotage on the  
Terneuzen Canal. Signed at Brussels, on 24 October  
1957**

*Official texts: Dutch and French.*

*Registered by the Netherlands on 14 February 1964.*

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**PAYS-BAS  
et  
BELGIQUE**

**Convention (avec annexe) au sujet du pilotage sur le canal de  
Terneuzen. Signée à Bruxelles, le 24 octobre 1957**

*Textes officiels néerlandais et français.*

*Enregistrée par les Pays-Bas le 14 février 1964.*

[TRANSLATION — TRADUCTION]

No. 7132. AGREEMENT<sup>1</sup> BETWEEN THE KINGDOM OF THE NETHERLANDS AND THE KINGDOM OF BELGIUM CONCERNING PILOTAGE ON THE TERNEUZEN CANAL. SIGNED AT BRUSSELS, ON 24 OCTOBER 1957

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Her Majesty the Queen of the Netherlands and His Majesty the King of the Belgians, deeming it necessary in the common interest to establish a mandatory and official pilotage service on the Terneuzen Canal, have appointed for this purpose as their plenipotentiaries :

Her Majesty the Queen of the Netherlands :

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

His Majesty the King of the Belgians :

His Excellency Mr. Victor Larock, Minister for Foreign Affairs,

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

*Article I*

In the preamble to the Regulations<sup>2</sup> for the implementation of article 10 of the Treaty of 19 April 1839,<sup>3</sup> and of chapter II, section 2, of the Treaty of 5 November 1842,<sup>4</sup> concerning navigation on the Terneuzen Canal, and forming part of the Agreement concluded between the Netherlands and Belgium at Antwerp on 20 May 1843,<sup>5</sup> articles 26 and 30 of the above-mentioned Treaty of 1842 shall henceforth read as follows :

“ *Article 26.* Vessels sailing on the Terneuzen Canal from the sea to Belgium or vice versa shall not be liable, as regards navigation on the Canal and the operation of bridges and locks, to any duty, toll or charge of any kind or description whatsoever, payable either to the Netherlands or to Belgium, except for the fee which shall be stipulated for pilotage. ”

“ *Article 30.* Pilotage of the vessels referred to in article 26 shall be mandatory for entry into or departure from the port of Terneuzen and for navigation on the Terneuzen Canal.

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<sup>1</sup> Came into force on 17 September 1959, in accordance with article VII.

<sup>2</sup> De Martens, *Nouveau Recueil général de Traités*, tome V, p. 367.

<sup>3</sup> De Martens, *Nouveau Recueil de Traités*, tome XVI, p. 773.

<sup>4</sup> De Martens, *Nouveau Recueil général de Traités*, tome III, p. 613.

<sup>5</sup> De Martens, *Nouveau Recueil général de Traités*, tome V, p. 294.

“ Only pilots appointed for the purpose by the Belgian or Netherlands Government shall serve as pilots. Pilotage charges shall be collected for this service. ”

### *Article II*

The Regulations<sup>1</sup> for the implementation of article 9 of the Treaty of 19 April 1839 and of chapter II, section 1, of the Treaty of 5 November 1842, concerning pilotage and joint supervision, and forming part of the Agreement, concluded between the Netherlands and Belgium at Antwerp on 20 May 1843, shall henceforth be designated as follows :

“ Regulations for the implementation of article 9 of the Treaty of 19 April 1839 and of chapter II, sections 1 and 2, of the Treaty of 5 November 1842, concerning pilotage and joint supervision. ”

### *Article III*

The Regulations mentioned in article II, including subsequent amendments thereto, shall be applicable to the Terneuzen Canal, in so far as the provisions therein refer to the pilotage service proper, the joint supervision to be exercised by the officials of the two Governments, and the rules concerning the application of pilotage charges and compensation.

### *Article IV*

The lighterage of ships, referred to in article 31 of the Treaty of 5 November 1842, shall, however, not be deemed to constitute an interruption in the course of pilotage, provided that the vessels and the load removed are bound for the Belgian section of the Terneuzen Canal.

The foregoing provision shall also apply when the load is supplemented, provided that the ships and the supplementary load come from the Belgian section of the Terneuzen Canal.

### *Article V*

Pilotage charges payable for passages inland from the Flushing roads or vice versa, shall be set at the following percentages of the tariff charged for Flushing-Antwerp passages or vice versa and hereinafter referred to as the VA tariff :

For a distance of less than 8 nautical miles . . . . .	50 per cent of the VA tariff
For a distance of at least 8 but less than 12 nautical miles .	60 per cent of the VA tariff
For a distance of at least 12 but less than 18 nautical miles	70 per cent of the VA tariff

<sup>1</sup> De Martens, *Nouveau Recueil général de Traités*, tome V, p. 307.

For a distance of at least 18 but less than 26 nautical miles	80 per cent of the VA tariff
For a distance of at least 26 but less than 36 nautical miles	90 per cent of the VA tariff
For a distance of at least 36 but less than 48 nautical miles	100 per cent of the VA tariff
For a distance of at least 48 but less than 62 nautical miles	110 per cent of the VA tariff

The percentages to be charged for the most frequent piloted passages are given in the annex hereto.

#### Article VI

If minimum amounts are laid down for certain draughts in the tariffs accompanying the Regulations referred to in article II, these amounts shall also apply in the tariffs established under the foregoing article.

#### Article VII

This Agreement shall enter into force on the same day as the Treaty, concluded between the Netherlands and Belgium at Brussels on 24 October 1957,<sup>1</sup> amending the Treaty of 5 November 1842, clarifying and supplementing the Treaty concluded between the Netherlands and Belgium on 19 April 1839.

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

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

For the Kingdom  
of the Netherlands :

(Signed) E. TEIXEIRA DE MATTOS

For the Kingdom  
of Belgium :

(Signed) V. LAROCK

#### ANNEX

The following percentages of the VA tariff shall be charged for the indicated piloted passages :

Flushing—Ghent or vice versa . . . . .	90%
Antwerp—Ghent or vice versa . . . . .	110%
Terneuzen—Ghent or vice versa . . . . .	70%
Terneuzen—Flushing or vice versa . . . . .	70%

<sup>1</sup> See p. 3 of this volume.