



Ministry of infrastructure and Transport

MESSINA HARBOUR MASTER –MESSINA STRAIT MARITIME AUTHORITY

ORDINANCE n° 45/2018

V.T.S. AREA- TRAFFIC SEPARATION SCHEME IN MESSINA STRAIT

The Head of Messina Harbour Master – Messina Strait Maritime Authority

HAVING REGARD TO art. 8 subparagraph 7 of Decree Law No.159 of 1st October 2007 converted in Law No. 222 of 29th November 2007, which established the safety area of navigation in Messina Strait and the Maritime Authority of Navigation of Messina Strait;

HAVING REGARD TO Law dated 27th December 1977, concerning Ratification and implementation of the 1972 International Regulations for Preventing Collisions at Sea (COLREG) and its annex, signed in London on 20th October 1972”;

HAVING REGARD TO regulations 8 and 10 of Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), adopted in London on 1st November 1974, ratified by Law No 313 of 23 May 1980;

HAVING REGARD TO United Nations Conventions on the law of the sea (Montego bay 1982) ratified by Law No. 689 of 2nd December 1994 and in particular the possibility of the coastal State to adopt laws and rules relating to innocent passage in respect of the safety of navigation, marine traffic and the preservation of the environment;

HAVING REGARD TO Decree of the Ministry of Transport No. 13/T of 24th January 2008, establishing the safety area of navigation in Messina Strait;

HAVING REGARD TO Decree Law No.196 of 19th August 2005, as modified by decree law No.18/2011, concerning implementation of the Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system;

HAVING REGARD TO Decree of the Ministry of Infrastructure and Transport, No. 128 of 23th June 2008, "Regulations on the organizations and functions of the Maritime Authority of Navigation of the Messina Strait" and the establishment of a new traffic separation scheme for traffic regulations in Messina Strait;

HAVING REGARD TO Ministerial Decree of 8th May 1985 on "Maritime traffic Regulations in Messina Strait"

HAVING REGARD TO Decrees of the Ministry of Transport and Navigation of 2nd September 1996 and 30th September 1998 concerning compulsory pilotage in Messina Strait;

HAVING REGARD TO Decree of the Ministry of Infrastructures and Transport, 28th January 2004 "Measures for the implementation of maritime traffic control system called VTS (Vessel Traffic Service);

HAVING REGARD TO Decree of the Ministry of Infrastructure and Transport of 2nd October 2008 establishing the VTS area of Messina Strait which is headed by the VTS Center of the Strait, articulation of the Maritime Navigation Authority of Messina Strait as amended by Decree of the Ministry of Infrastructure and Transport of 14th February 2018;

HAVING REGARD TO Law No. 228 of 24th December 2012, "provisions for preparation of annual and multi-year financial statement (stability Law 2013) by which has been abolished Navigation Authority of Messina Strait and given its tasks to Messina Harbour Master that has been renamed into "Messina Harbour Master – Messina Strait Maritime Authority;

CONSIDERING THAT Messina Harbour Master – Messina Strait Maritime Authority is the VTS Authority responsible for managing, conducting and coordinating the VTS Center, and for providing safe and efficient service in VTS area;

HAVING REGARD TO Decree of the Ministry of Infrastructures and Transport of 27th October 2009, which amended the Ministerial Decree of 30th September 1998, compulsory pilotage in Messina Strait, that modify pilots embarkation/disembarkation point for subject vessels;

HAVING REGARD TO dispatch of the Italian Coast Guard Headquarters No. 07.01/60496 dated 28th June 2007 which provides for the centralization of all radio communication, including the provisions laid down in Ministerial Decree dated 08 May 1985, to the Messina VTS Center (Messina Traffic), operational articulation of the Maritime Navigation Authority of Messina Strait;

HAVING REGARD TO dispatch No. 0117943 of 19th December 2008 of Italian Coast Guard Headquarters by which has been sent to the Minister of Foreign Affairs, the new traffic separation scheme of Messina Strait (annex 1 Ministerial Decree No.128/2008) for sending to the Italian Embassy in London, for notification to IMO according to the provisions of art. 6 subparagraph 2 of the above mentioned Ministerial Decree No.128/2008;

HAVING REGARD TO Dispatch No.0055472 of 18th June 2009 by which Italian Coast Guard Headquarters announced that the new traffic separation scheme in Messina Strait come into force on 1st December 2009 (Ref. SN.1 /Circ. 279 dated 12th June 2009 of the International Maritime Organization (IMO);

HAVING REGARD TO the Act approving the Regulation of the VTSL/T Centre of Messina by the Italian Coast Guard Headquarters, sent by Dispatch No. 07.01.22/68599 of 22th July 2008 and subsequent amendments;

HAVING REGARD TO the "User's Manual" of Messina VTSL-T Centre, published on www.guardiacostiera.it - as provided in paragraph No. 540.3 VTS/001 Directive of the Italian Coast Guard Headquarters;

HAVING REGARD TO Resolution IMO A.572(14) "General Provisions on Ship's Routing" – 7th Edition 1999 – A Part;

HAVING REGARD TO Messina Harbour Master's Ordinances No.25/2009 (Prohibition of anchoring to Capo Rasocolmo) and No.114/2009 (Forbidden activities in port areas), dated 12th May 2009 and 16th September 2009, and Reggio Calabria Harbour Master Ordinance No 03/2015 (anchorage points in Giunchi roadstead and Pentimele roadstead) dated 26th February 2003;

HAVING REGARD TO Messina Harbour Master's Ordinance No. 46/2012 of 12th June 2012;

HAVING REGARD TO bathing water regulations/Ordinances of the Messina and Reggio Calabria Harbour Master

HAVING REGARD TO Messina Harbour Master's Ordinance No.12/2011 dated 30th May 2011;

HAVING REGARD TO Messina Harbour Master's Ordinance No. 132/2016 dated 20th October 2016;

HAVING REGARD TO Reggio Calabria Harbour Master's Ordinance No. 55/2016 del 20th October 2016;

HAVING REGARD TO Articles 2, 17, 30 and 81 of the Navigation Code, and Art. 59 of the relating implementing Regulation;

HAVING REGARD TO the local pilot regulations of Messina Strait, Messina Port, Reggio Calabria Port and Gioia Tauro Port of 11th February 2015 and subsequent amendments;

DEEMED NECESSARY with due regard for international legal status of Messina Strait to regulate the maritime navigation to protect particular national interest, in order to prevent casualty and guarantee the safety and safeguarding of life at sea and to adopt all necessary measures to reduce dangers for marine environment.

ORDERS

Title I

APPLICATION, VTS AREA AND TRAFFIC SEPARATION SCHEME

Art. 1

APPLICATION

This ordinance applies to:

- a) all passenger ships;
- b) all cargo ships of 300 G.T. and upwards;
- c) all fishing vessels, pleasure craft and traditional ships with a length of 45 m and upwards;
- d) all ships including fishing vessel and pleasure craft, which are not subject to the obligation to participate to the maritime traffic assistance service, only for safeguarding the safety of navigation.

The above mentioned ships in subparagraphs a), b), and c), hereinafter called units subject to the VTS (vessel traffic service), are subject to the obligation to participate to the maritime traffic assistance service as well as to the ship reporting system in accordance with Italian Ministry Decree of Infrastructure and Transport of 2nd October 2008 as amended by Italian Ministry Decree of Infrastructure and Transport of 14th february 2018.

Art. 2

MESSINA V.T.S. AREA

The Messina VTS area is included in the following limits and graphically represented in annex n.1 of this ordinance (datum WGS 84):

- a) LAT. 38° 17.6' N – LONG. 015° 30.9' E
- b) LAT. 38° 22.4' N – LONG. 015° 30.9' E
- c) LAT. 38° 22.4' N – LONG. 015° 50.9' E
- d) LAT. 38° 01.1' N – LONG. 015° 26.5' E
- e) LAT. 38° 01.1' N – LONG. 015° 38' E

Art. 3

TRAFFIC SEPARATION SCHEME

From 1st December 2009 in Messina Strait is in force a roundabout traffic separation scheme as defined by the Italian Ministry Decree No. 128 dated 23th June 2008, and graphically represented in annex 2 of this ordinance, as well as in the nautical chart No. 138 edition 2009, issued by the Italian Navy's Hydrographic Institute.

The traffic separation scheme is divided as follows:

- No. 2 traffic lanes (Traffic Lane);
- No. 1 roundabout (Roundabout);
- No. 4 precautionary zones (Z.P.) (Precautionary Zone);
- No. 4 coastal traffic zone - Z.T.C. (Inshore Traffic Zone - I.T.Z.) called A, B, C, D.

The Roundabout is located in position lat. 38°12',680 N - long 015°36',400 E, with a radius of 250 meters and the traffic moves in an anti-clockwise direction.

In the Z.T.C., called "A", are located Sicilian anchorage points as defined in the following art. 9.

The Precautionary Zones are:

- 1) Z.P.1, to the north of the traffic separation scheme in which are situated pilot stations:

- for ships coming from the North:

- o Embarkation Lat. 38 ° 18 ', 200 N - Long. 015 ° 40 ', 600 E
(Bearing 031 ° d = 2.4 Nm Capo Peloro light house)

- for ships coming from the South:

- o Disembarkation Lat. 38 ° 17 ', 0.33 N - Long. 015 ° 43 ', 200 E
(Ril. 009 ° d = 1.7 mg Scilla Light house);

- 2) Z.P.2, in front of Messina port and the San Francesco harbour (MESSINA) (annex n.3);
- 3) Z.P.3, in front of Villa San Giovanni (RC) port (annex 5);
- 4) Z.P.4, to the south of the traffic separation scheme where are also situated Reggio Calabria port, Tremestieri harbour, Calabrian anchorage points as defined in the following art. 9 and the pilot stations:
 - for ships coming from the South:
 - o Embarkation: Lat. 38 ° 08 ', 900 N - Long. 015 ° 36 ', 600 E
(Bearing 148 ° d = 3.2 Nm Lighthouse of S.Raineri)
 - for ships coming from the North:
 - o Disembarkation: Lat. 38 ° 08 ', 550 N - Long. 015 ° 35'E
(Bearing 172 ° d = 3.1 Nm S.Raineri Light house)

The Inshore Traffic Zones - I.T.Z. are situated between the coast and the external limits of the traffic lanes:

- No. 2 adjacent to the Sicilian coast, located one, called "A", to the north of the ZP2 and one, called "B", to the south;
- No. 2 adjacent to the Calabrian coast, located one, called "C", to the south of the ZP3 and one, called "D", to the north.

Title II

SHIP REPORTING

Art. 4

SHIP REPORTING

All units subject to the VTS, at least 1 (one) hour before entering in Messina V.T.S. area, shall provides all information contained in annex n. 4 of this Ordinance or in the user's manual about ship reporting at first radio contact or by e-mail to the following address vtsmessina@mit.gov.it.

All ships departing from the ports/harbours situated in VTS area shall provide the above mentioned information before commencing the unmooring operations. Exception to ship reporting is provided for the units that are engaged in a regular service from/to ports/harbour situated in Traffic Separation Scheme area and for Aeolian Islands.

Title III

NAVIGATION RULES

Art. 5

(OPERATIONAL REQUIREMENTS)

Sailing within the Messina V.T.S. area shall be in compliance with following requirements:

- 1) all units subject to the VTS shall ensure continuous radio listening on VHF/FM channels 16 and 10, and those not subject, including fishing vessel and pleasures craft, which have VHF equipment on board, shall ensure radio listening on VHF/FM channel 16;

- 2) to sail with caution and with the engine in "stand by";
- 3) all units which have the obligation to install on board the automatic Identification system A.I.S., under the provisions of the rules in force, shall ensure that, during the navigation, the mentioned device is always in good working and updated under the provisions of IMO regulations;
- 4) the units without A.I.S. or with the same not working shall constantly monitor their position in order to communicate it immediately to the Messina VTS Authority;
- 5) all units shall promptly communicate to the Messina VTS Authority any damage, casualty, loss of cargo, or other pollutant present on board, as well as any casualty that may affect the safety of the unit and the people on board.

Art. 6

TRAFFIC LANE AND INSHORE TRAFFIC ZONE RULES

All units in transit in Messina Strait shall use the traffic lanes as required by 1972 International Regulations for Preventing Collisions at Sea (COLREG).

Units equal to or less than 20 m in length overall, sailing vessel and units engaged in fishing operations can use inshore traffic zone as better defined in Art. 3.

For the latter, if they intend to navigate within traffic lanes shall comply to the provisions provided for Traffic separation scheme without hindering other units in transit and obliged to use the traffic lane

In traffic lanes it is generally allowed to overtake in comply with the rules of the COLREG '72, but before to do so it is compulsory notice the Messina V.T.S. and then the unit that is intended to overtake.

All units intending to transit through the separation scheme shall proceed at a safe speed so that they can take proper and effective action to avoid collisions and be able to be arrested within a suitable distance considering circumstances and present conditions.

All units, except HSC and Hydrofoils, from 1st June to 30th September, given the proximity to the coasts in Messina Strait and the strong tourist-bathing vocation as well, shall respect 16 knots speed limit (effective speed) from sunrise to sunset.

HSC and Hydrofoils units entering the Strait from the north in the area near Capo Peloro have to maintain the minimum safety distance from the coast of 1000 (Thousand) m.

Hydrofoils vessel, from sunset to sunrise or in low visibility condition, when navigating between parallel Lat. 38 ° 16' N (abeam Capo Peloro) and parallel 38 ° 08' N (abeam Tremestieri port (Sicilian coast) and Reggio Calabria Port (Calabrian coast), they shall navigate with displacement hull.

For the latter, for reasons of force majeure or if necessary, may navigate with planning hull, by complying with the following requirements:

- to inform by VHF/FM radio the VTS centre;
- to write the event down in the Mate's log on board;

- when It is necessary submit the declaration of extraordinary event to the Harbour Master in the first port of landing, in accordance with Article 182 of the Navigation Code.

WAIVERS

The units not employed in scheduled service, when navigating from Tremestieri port (Messina) to Messina port and vice versa and from Villa S. Giovanni port (Reggio Calabria) to Reggio Calabria port and vice versa can use, in daylight hours and after informing Messina VTS, Inshore traffic zone.

When it is necessary to waive from the TSS rules, all ships shall request to Messina VTS on VHF channel 10, which evaluating the current scenario in Messina Strait, It may authorize to undertake the navigation requested.

PROHIBITION

In traffic lanes is forbidden to:

- bath and any fishing activities, including professional or sport diving
- anchor;
- carry out any laying/recovery activities at sea unless previously authorized;
- carry out all activities which may interfere with the safe transit of ships in traffic lanes, including to swim across Messina strait when It is not previously authorized with formal act issued by Messina Harbour Master.

Art. 7

CROSS TRAFFIC RULES

All ships, that navigating in transversal direction (EST/WEST and vice versa) shall observe anti-clockwise direction at roundabout as defined by Art. 3, respecting in any case the traffic routes of the Traffic Separation Scheme.

In consideration of the geomorphological characteristics of Messina Strait and the distance of the ports from the traffic lanes of the Traffic Separation Scheme, ships leaving these ports will have to facilitate the naval units, following the Traffic Separation Scheme, whose route is likely to be crossed, taking into account the provisions referred to in letter b) of Regulation 2 (Responsibility) of the International Regulation to prevent collisions at sea (Colreg '72).

All ships leaving from Villa San Giovanni port, considering the immediate vicinity of the traffic separation scheme, shall contact, before the end of unmooring operations, Messina V.T.S. Center by radio on VHF/FM channel 10 in order to receive appropriate useful information, about the current traffic in Messina Strait, for safety of navigation.

WAIVERS

All ships, intending to wave from the TSS rules, before commencing estimated navigation and for each single voyage, shall request to Messina VTS on VHF channel 10 which evaluating the current scenario in Messina Strait, It may authorize to undertake the navigation requested.

Moreover, all ships that are engaged in the act of crossing traffic separation scheme (transverse direction) shall contact by VHF ships engaged in longitudinal direction, whose route is likely to be crossed, in order to agree a safety manoeuvre.

Art. 8

PRECAUTIONARY ZONES RULES

All ships in transit within the precautionary zones, as defined by Article 3, shall navigate with caution, as They include sensitive areas to the safety of navigation, according to Rule 6 of the International Regulation to prevent the collisions at sea in 1972 (COLREG).

PROHIBITION

Within the Precautionary Zones it is absolutely forbidden:

- bathing with the exclusion, during bathing season, of bathing water indicated in the local bathing water regulations/ordinances;
- to carry out fishing activities, including professional or sport diving;
- to anchor;
- to carry out any laying/recovery activities at sea unless previously authorized;
- to carry out all activities which may interfere with the safe transit of ships in traffic lanes, including to swim across Messina strait when It is not previously authorized with formal act issued by Messina Harbour Master.

PARTICULAR PROVISIONS CONCERNING PRECAUTIONARY ZONE No. 3 - (ZP3)

Within this precautionary area as defined by art. 3 all ships shall:

- navigate at 15 knots speed limit (effective speed);
- inform Messina V.T.S. if they intend to stop engine for waiting an available mooring.

Moreover in Villa San Giovanni port area, 300 m (three hundred) wide, from the line joining the green light of the western head of the pier and the head of the pier breakwater of the basin called "Red Cross" and included between the meridians 015°37',600 E and 015°37',750 E (datum WGS 84), is forbidden the navigation for all the units that don't have to enter to the port and any fishing operations. (annex n. 5)

PARTICULAR PROVISIONS CONCERNING PRECAUTIONARY ZONE No. 4 - (ZP4)

Within this zone, all vessels inbound to Reggio Calabria port, from a distance of 0.5 Nm from the green light of the port, as evidenced by the nautical chart excerpt (Annex 6), have to reduce the speed until 15 knots, so as to enter to the landing channel according to art. 3 ordinance No 03/2015 dated 11th February 2015 of the Reggio Calabria Port Authority.

WAIVERS

Exclusively for particular marine weather conditions that may influence the maneuverability of the ship, the aforementioned speed can be regulated, after informing Messina VTS, according to the judgment of the Ship's Commander.

Title IV

GENERAL SAFETY RULES FOR ANCHORING SHIPS

Art. 9

ANCHORAGE POINTS

In the security area of Messina Strait, it is only allowed to anchor in the following points (coordinate in WGS 84 datum):

- SICILIAN COAST

- Paradiso roadstead

- A) Lat. 38 ° 13 ', 716 N - Long. 015 ° 34 ', 733 E

- B) Lat. 38 ° 14 ', 300 N - Long. 015 ° 35 ', 250 E

- C) Lat. 38 ° 14 ', 600 N - Long. 015 ° 35 ', 500 E;

- Capo Rasocolmo

- area situated east of the Lighthouse of Rasocolmo Cape with exclusion of the stretch of water between 10 (ten) m bathymetric and a semicircle centered at lighthouse of Rasocolmo Cape of radius 1.7 Nm (Lat 38 ° 17 ', 700 N - Long. 015 ° 31 ', 200 E);

- CALABRIAN COAST

- Pentimele roadstead

- (only for Ships < 100 mt.)

- A) Lat. 38 ° 08 ', 116 N - Long. 015 ° 39 ', 150 E

- B) Lat. 38 ° 08 ', 350 N - Long. 015 ° 39 ', 200 E

- (for Ships > 100 mt.)

- C) Lat. 38 ° 08 ', 250 N - Long. 015 ° 39 ', 100 E

- Giunchi Roadstead

- (only for Ships <100 mt.)

- A) Lat. 38 ° 07 'N - Long. 015 ° 38 ', 750 E

Within the area of Messina V.T.S., the anchorage is allowed only for:

- adverse weather conditions;
- ships waiting to enter one of the ports/harbours in Messina Strait;
- others extraordinary reasons to evaluate each time, respecting any limitations deemed appropriate and necessary.

Ancorage is not allowed for:

- a) ships carrying hydrocarbons and/or harmful substances or dangerous goods, as defined by MARPOL 73/78 and the international codes concerning this subject;
- b) ships with empty tanks that during the last voyage have carried liquid products in bulk reported in Annex I and II of MARPOL 73/78 as subsequently amended.

For the latter, They can be authorized by the Harbour Master only if They have a "Gas Free" certificate or if They confirm by email (so.cpmessina@mit.gov.it; vtsmessina@mit.gov.it) that all cargo tanks have been fully inerted.

Anchorage points situated in Sicilian coast shall be previously authorized and assigned by the Messina VTS Center (Messina VTS) through VHF channel 16 and 10.

Anchorage points situated in Calabrian coast shall be previously authorized and assigned by the Messina VTS Center (Messina VTS) only for extraordinary event and/or bad weather conditions.

All vessels authorized to anchor, after anchoring, shall inform the Messina VTS Center, reporting time and final ship's position at the end of the manoeuvre.

The units when at anchor shall:

- ensure continuous radio listening on VHF/FM channels 16 and 10;
- perform a radio check every two hours with the Messina VTS Center reporting current position, or any other requested asked by the Messina VTS Center;
- activate, if available, anchorage alarms;
- drop towing cables, in bow and stern in case the ship needs to be towed quickly;
- guarantee the navigation status "at anchor" for the naval units equipped with automatic identification system AIS (Automatic Identification System);
- inform the Messina VTS Center of any extraordinary event that may compromise the safety of navigation and/or being a danger to marine environment and provide all the data requested by the Center (Messina VTS);
- show the lights and signals required by the Standards to prevent collisions at sea (COLREG'72 Convention);
- be ready to move at any time, keeping all on-board services in operational readiness;
- in case of low visibility or adverse weather conditions, implement the watch on board and emit the expected acoustic signals;
- in case of marine weather conditions that could compromise the safety, immediately heave anchor and put the ship's head to the wind giving notice to the Messina VTS Center;
- immediately leave the anchorage point in case of any kind of damage/failure to the inert gas system (only for ships inerted)

When a ship is at anchor it is forbidden to:

- all the naval units to transit or stopping at a distance not less than 500 meters radius, except for the units of the Police/military Forces and the units of local technical-nautical services;
- all naval units to interfere with ships engaged in anchoring/maneuvering operations;
- carry out all kind of diving activities;
- carry out all kind of fishing activities.

The Harbour Master may, at any time, order the ship, if deemed necessary, to leave the anchorage point, even not respecting the provisions contained in this ordinance.

All ships at anchor before getting the anchor aweigh They shall contact Messina VTS Center in order to receive the information service concerning the current traffic in Messina Strait.

Title V

PARTICULAR PROVISIONS

Art. 10

PARTICULAR PROVISIONS CONCERNING PILOT SERVICE IN THE STRAIT

Vessels that are engaged in embark/disembark operations shall be considered as "vessel restricted in her ability to manoeuvre" thus, other ship shall respect the provisions of Rule 18 of the COLREG '72.

In order to optimize and streamline procedures complying with the provisions of article 2 of the Italian Ministerial Decree of 08 May 1985, all ships subject to the compulsory pilotage in the Messina Strait shall:

- 1) communicate to Messina VTS Center and Strait Pilots corporation, 12 hours before arriving in Messina Strait, the informations complying with ship reporting of IMO Resolution A.851(20) (Annex 4). The informations can be sent by e-mail to the Messina V.T.S. (vtsmessina@mit.gov.it) and to the Strait Pilots Corporation (pilotime@tin.it);
- 2) confirm, at least one hour before, the estimated time of arrival (ETA) to the pilot station, on VHF channel 12, communicating to "VTS Messina" (VHF channel 10) any time variations;
- 3) inform Messina VTS once the pilot is boarded/disembarked, about the time and position where this takes place.

The above mentioned information can be sent filling in the format that, on request by mail to Messina VTS, will be sent.

WAIVERS

In case of conditions that requiring the need for the pilot to disembark/embark in a different point compared to pilot stations, the Ship's Commander, in according with pilot involved, shall establish a new embark/disembark area and related manoeuvre that, in any case, shall be done within the Traffic Separation Scheme, previously informing Messina VTS Center that considering the current scenario in Messina Strait will provides appropriate V.T.S. services deemed necessary.

The pilots as well shall comply to the aforementioned provisions whenever there is no chance to embark/disembark in accordance with Article 129 of the Navigation Code Regulation.

Art. 11

PARTICULAR PROVISIONS CONCERNING SWORDFISH FISHING

From June to August in Messina Strait it is carried out the traditional swordfish fishing (xiphias gladius) with harpoon using special boats called "Feluche", equipped with "antenna" and "boardwalk". These units carry out their fishing activities in the I.T.Z. exclusively within predefined areas, called "poste", identified by points of reference on the coast as defined by the collection of Uses and Customs, within which they can move freely for the search and capture of the swordfish with harpoon without enter in the traffic lanes of the traffic separation scheme.

The above mentioned unit, moreover, shall:

- 1) ensure continuous radio listening on VHF/FM channel 16 or giving a telephone number that is promptly available;
- 2) be equipped with a radar reflector device or A.I.S.;
- 3) comply with Regulations to prevent collisions at sea (Colreg '72) without interfering, in any way, the transit of ships using traffic lanes;
- 4) inform the Messina VTS Center the start and the end of fishing activity every day, communicating, furthermore, fishing area and, for units authorized for fishing tourism, the total number of passengers on board.

Title VI

FINAL PROVISIONS AND SANCTIONS

Art. 12

FINAL PROVISIONS

The present ordinance revoke and replace the following Messina Harbour Master's ordinance:

- Ordinance No. 12/2011 dated 30th May 2011;
- Ordinance No. 132/2016 dated 20th October 2016.

This Ordinance comes into force on the date of its publication.

It is mandatory for anyone to observe and enforce the present Ordinance, which is advertised through a notice on the official register, as well as by publishing in the following website <http://www.guardiacostiera.gov.it/messina/ordinanze-e-avvisi>.

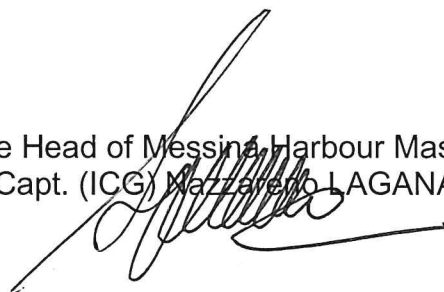
Art. 13

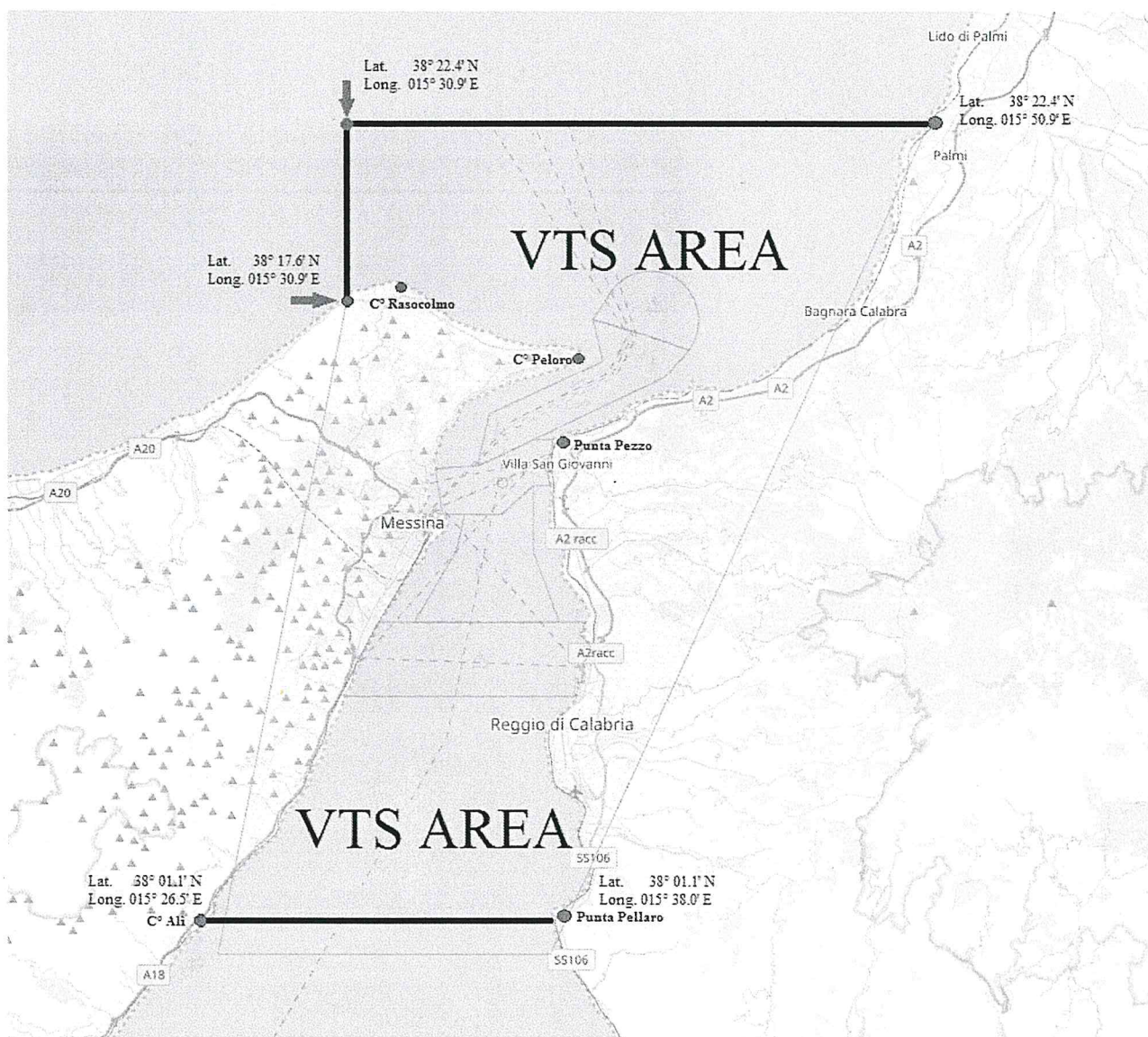
SANCTIONS

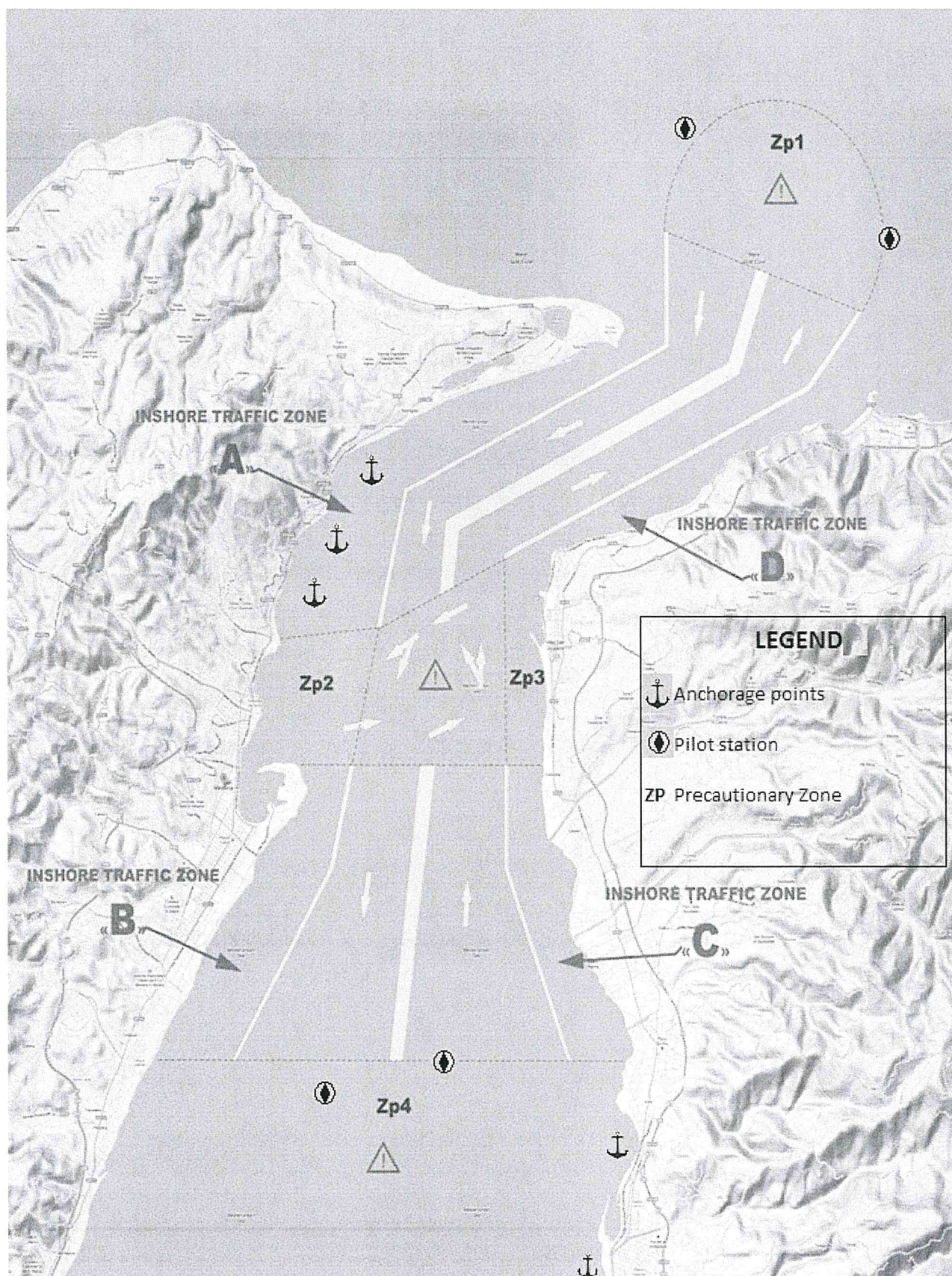
The transgressors of this Ordinance will be punished, unless the fact constitutes a different and more serious offense, pursuant to articles 1174, 1218 and 1231 of the Navigation Code, pursuant to article 25 paragraph 4 of Italian Legislative Decree dated 19th August 2005, No. 196 and subsequent amendments and art. 53 and following ones of Italian Legislative Decree No. 171 dated 19th July 2005.

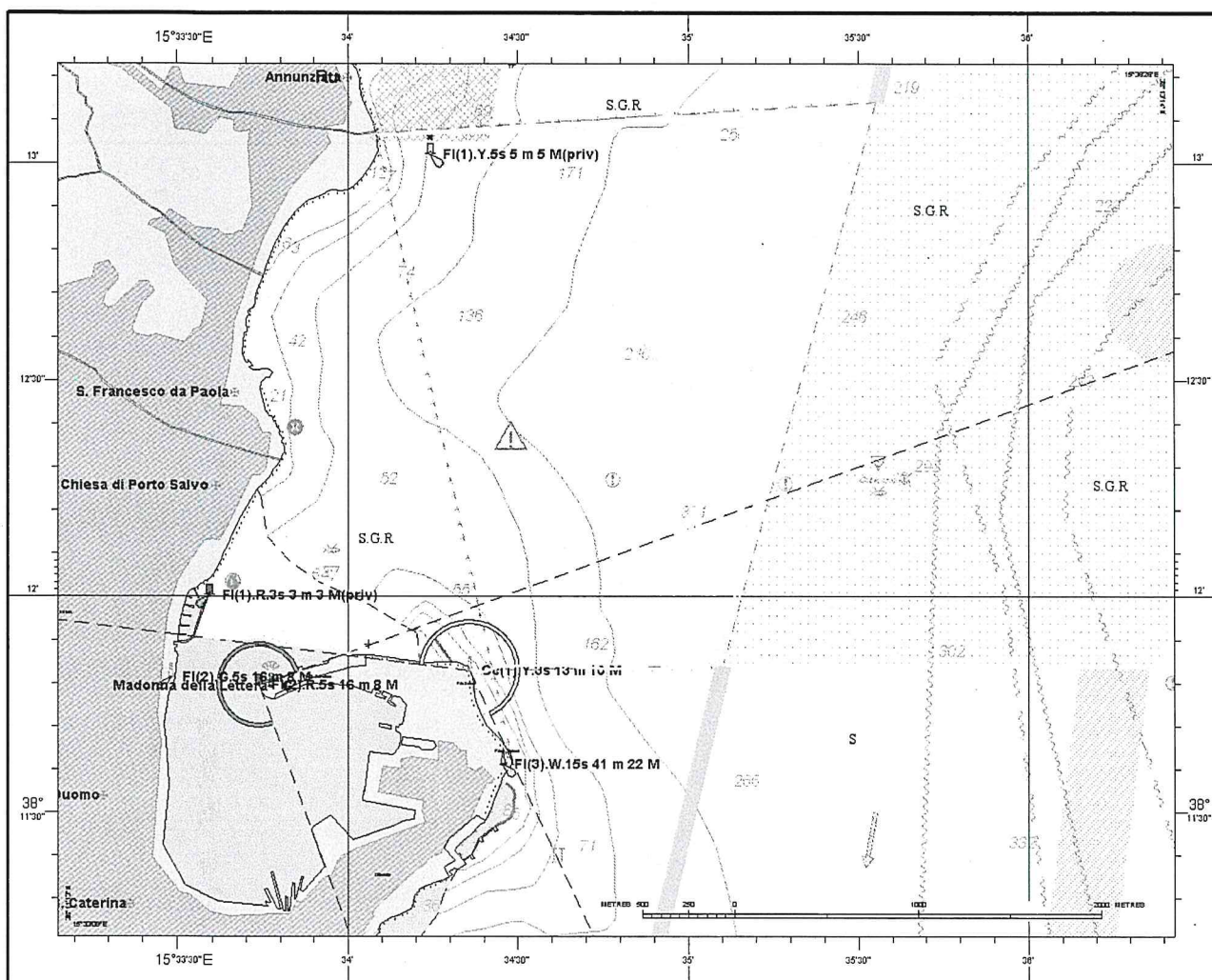
Messina, on 12.07.2018

The Head of Messina Harbour Master
Capt. (ICG) ~~Mazzarelli~~ LAGANA'









SHIP REPORTING PROCEDURES AT THE ENTRANCE OF VTS AREA AS PROVIDED IN ART. 4 AND 10

Ships intending to transit in Area VTS of Messina Strait shall communicate to Messina VTS center, through channel VHF 13, the following information, with exception of the information already available to the VTS center through its equipments (e.g. AIS):

- A) *Ship's identity (nome, nominativo internazionale, numero di identificazione IMO o numero MMSI, bandiera, porto di iscrizione). (Name, call sign, MMSI, IMO number, flag and Port of registry);*
- B) *Date and time;*
- C) *Position (latitude and longitude);*
- D) *Course;*
- E) *Speed (knots);*
- F) *Port of departure and E.T.D;*
- G) *E.T.A. to Traffic separation scheme of Messina Strait;*
- H) *Port of destination e E.T.A;*
- I) *Maximum Draft;*
- J) *Type of cargo and total quantity on board. If there are dangerous goods communicate IMO class and total quantity class by class;*
- K) *any casualty, damage or failure, if present on any equipment on board that can badly affect navigational conditions or the safety of the ship;*
- L) *address for communicating information concerning cargo and Shipper of the cargo;*
- M) *Ship's type and its gross tonnage;*
- N) *Total number of passengers and crew on board;*
- O) *Other information:*
 - *Characteristics and estimated quantity of bunker (for vessels more than 1,000 GT);*
 - *On board telephone number and e-mail;*
 - *Navigational status and any casualty and/or damage occurred during navigation.*

The above mentioned information, can be sent to Messina VTS center by e-mail, not less than 1 (one) hour before arriving to Area VTS, to the following address: vtsmessina@mit.gov.it

However, the ships shall carry out a first radio contact through VHF channel 10 with Messina VTS center for monitoring purpose.

It is possible to request by the above mentioned e-mail an already prepared format in order to fill the information gaps quickly.

