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| ITALY | VTS MAZARA DEL VALLO | COMMON PROCEDURES | EDITION N. 001 | REVISION DATE 05.03.2007 | PAGE N. 001 |
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| PARTECIPATION | HARBOUR SERVICES | CONTACTS | MAZARA DEL VALLO VTS AREA |
|--|---|--|--|
| <p>All the passenger ships and cargo vessels till 300 GT, and the fishing vessels and yachts of 45 meters or less in length, while navigating or going to navigate through Mazara del Vallo VTS area, have the obligation to participate to the VTS. The under listed ships do not have the obligation to participate to the VTS and in any case their participation will be optional:</p> <ul style="list-style-type: none"> • warships; • auxiliary warships; • ships involved in governmental service, not commercial; • the fishing vessels of 45 meters or less in length; • pleasure ships of 45 meters or less in length. <p>When non-involved units request to participate to the VTS they will be considered as full involved units. Their participation faculty becomes compulsory if they interfere with the traffic of involved ships. On the other hand, when a non-involved ship is going to enter or exit from the Mazara del Vallo harbour, must give, in advance, communication to the VTS Centre, as enunciated in following regulations.</p> | <p><u>Piloting</u>: piloting service inside the harbour of Mazara del Vallo is compulsory for all the ships having tonnage equal or above 500 GT, in entrance/exit from the port. The service is carried out by a single pilot during all the year. For ferry-boats up to 5000 GT piloting facility is allowed via VHF/Fm.</p> <p><u>Towing</u>: The towing service is entrusted to the society "Cantiere Navale F.lli Giacalone Srl", with a single harbour tug having the following characteristics:</p> <ul style="list-style-type: none"> • power: 242.6X2 HP • type I give propulsion: traditional propeller; • dimensions: Length 16,54 mt; width 4,78; GT 37; • operational limits: Sea 4-6 Nmiles from the coast. <p>The service is optional and can be made compulsory by order of the harbour Master in case of particular conditions and for special types of ships. The service will be performed up to 1 mile from the port and in the adjacent roadstead.</p> <p><u>Mooring</u>: The mooring service is performed by the "Gruppo ormeggiatori" operating in the ports of Trapani, Marsala and Mazara del Vallo and is compulsory to all the ships with tonnage equal or above 500 GT.</p> | <p>Radio contact The VHF-FM channel in use in the VTS Area are: Call Channel: CH 16 (156.800 Mhz) First work channel: CH 13 (156.650 Mhz) Secondary work channel: CH 67 (156.375 Mhz) Work channel with harbour services (Pilot, Tugs, Moorings): CH 12 (156.600 Mhz)</p> <p>The Mazara del Vallo VTS keeps listen VHF watch H.24 on channels 16 e 13. The International name of call is "Mazara del Vallo VTS".</p> <p>Other contacts The Palermo VTS can be contact also H24 by: Phone VTS Centre: +39 0923/946371 Phone Operation Room +39 0923/946388 Fax +39 0923/941020 E-mail: mazaradelvallo@guardiacostiera.it Address: Capitaneria di porto – Mazara del Vallo Via Lungomare Fata Morgana, n. 2 91126 Mazara del Vallo (TP)</p> | <p>The following points delimit the Mazara del Vallo VTS Area:</p> <ol style="list-style-type: none"> 1. Lat. 37°34'51"N Long. 012°51'.55"E (<i>Vallone Gurra di Mare</i>); 2. Lat. 37°20'17"N Long. 012°47'46"E; 3. Lat. 37°21'25"N Long. 012°40'37"E; 4. Lat. 37°23'13"N Long. 012°32'55"E; 5. Lat. 37°32'24"N Long. 012°19'00"E; 6. Lat. 37°39'59"N Long. 012°13'53"E; 7. Lat. 37°41'36"N Long. 012°13'42"E; 8. Lat. 37°41'32"N Long. 012°29'02"E (<i>Punta Torrazza</i>). <p>(image no. 1 page 4)</p> <p>Pre cautionary area Pre cautionary area is the area where the VTS Centre and the entering ships make the first contacts via radio. It has an extension of 2 Nmiles, adjacent to the external line of the VTS area. In this area all involved ships must establish the first contact via radio with the Mazara del Vallo VTS, communicating the data, as regulated in the messages at pages 7 and 8 of this manual. (image no. 2 page 4)</p> <p>Marine signalings The under listed signals are present inside the VTS area:</p> <ul style="list-style-type: none"> • C° Granitola lighthouse (E.F. 3010), with the following details LF110s12m11M; • C° Feto lighthouse (E.F. 3076), with the following details LF110s37m18M; • Mazara harbour Green light (E.F.3067), entering the harbour; • Red light (E.F. 3066), entering the harbour; • Red light (E.F. 3070), on the external point of Ruggero II pier; • Italo-Algerian methane pipeline Signal (E.F.3077); • South Cardinal Buoys, in proximity of the mouth of the port-channel; • Aquaculture system, special light-buoy (E.F. 3065); • Oceanographic Buoy (E.F. 3011), placed in position: Lat 37°32' 42" N long 012°39' 48"; • Ondametrica Buoy (E.F. 3011.5), placed in position: Lat 37°1' 06" N long 012°32' and for relative oceanographic surveys to service RON (National Ondometrical Net) managed by the Telecom Italia society. <p>Zones with presence of sand banks and bottoms Inside of the area of competence the only zone with presence of bottoms is the one adjacent to Capo Feto for a radius of approximately 4 nautical miles. In that area the seabed is about 20 meters deep with sand bank points of 12 mt, up to 9 mt. Considering the normal mercantile traffic in the area: approximately 8/10 nautical miles from the coast with routes NW/SE, it doesn't seem to represent any relevant danger to navigation and also because only small units with low draught take up coastal navigation.</p> <p>Environmental peculiarities <u>Fogs</u> By the end of April to the month of August, fog banks can be seen, specially near to the coast, becoming a serious danger for navigation. This phenomenon is however fleeting and can be seen just for a few hours. <u>Tides</u> The tide excursion is not significant and usually it is 0.3 metres, except in the periods of enduring high pressure, when it can reach till 0.5 metres.</p> |

Interdicted areas and points of anchorage**Prohibition of anchorage**

The anchorage in the portion of sea represented in the picture below and in the Official cartography, nautical chart I.I n. 18, is prohibited, due to the presence of the Italo-Algerian methane pipe-line, landing to Capo Feto, and to the presence of submarine cable, landing in the city of Mazara del Vallo, near lungomare S.Vito. *(image no. 4 page 5)*

The prohibited area for the anchorage of the ships is delimited by following points:

- 1) 37°39' 34" N 012°31' 11" E
- 2) 37°37' 55" N 012°30' 25" E
- 3) 37°33' 46" N 012°20' 23" E
- 4) 37°33' 43" N 012°17' 35" E
- 5) 37°31' 20" N 012°20' 06" E
- 6) 37°35' 43" N 012°31' 26" E
- 7) 37°34' 52" N 012°30' 04" E
- 8) 37°32' 21" N 012°33' 44" E
- 9) 37°37' 46" N 012°36' 52" E
- 10) 37°38' 2 4" N 012°35' 25" E
- 11) 37°36' 35" N 012°32' 53"E
- 12) 37°39' 42 " N 012°33' 36" E

Points of anchorage**Roadstead**

The roadstead of Mazara del Vallo harbour encompass the following points of anchorage:

- 1) Lat. 37°38' 24" N Long. 012°33' 42" E
- 2) Lat. 37°38' 06" N Long. 012°33' 54" E
- 3) Lat. 37°37' 48" N Long. 012°34' 30" E

The point indicated by the digit 3 is mainly used for the anchorage of ships with hazardous goods on board.

Unfavourable meteorological conditions**Triscina and Tre Fontane Areas**

For the request of anchorage in a sheltered place, due to unfavourable marine weather conditions (wind NW, N, NE), the VTS/L Centre can authorize the area placed in front of *Triscina - Tre Fontane* and covering the space between the bathymetry of 30 metres and the area described by the circle of 1,5 NMs radius from the point in position 37°33' 30" N 012°47' 30" E.

Such area is statistically the more requested by naval units in case of unfavourable marine weather conditions. The VTS Centre will contact the naval unit, in order to acquire information about the exact point of anchorage of the ship and will get in touch via radio every 2 hours, in order to confirm the position of anchorage.

Points of anchorage in the roadstead

In case of unfavourable marine weather conditions, the VTS/L Centre can authorize, as point of anchorage, the points placed in proximity of the harbour. However, since these points are considered as harbour roadstead, the "Ship pre-arrival security information form", if applicable, will be provided supplied by the ship to Mazara del Vallo Harbour Office. In such a case the VTS/L Centre will request via radio to communicate all the data relating to the format.

Anchorage for refittings

In case of VTS users, making a request of anchorage in a sheltered place to do refittings, the VTS/L Centre will fix, as point of anchorage, one of the points of anchorage placed in the harbour roadstead and marked with the digits 1 or 2. The point of anchor number 3 will be fixed in case of ships with hazardous goods on board. Also in this case, if applicable, the "Ship pre-arrival security information form" will be requested.

Hazardous goods

Anchorage in the roadstead of Mazara del Vallo is strictly prohibited to tankers transporting hydrocarbons, as those defined in SOLAS 74 and MARPOL 73/78, toxic substances or dangerous chemical products (liquid or gases), unless they are going to take up commercial operations in the port. However, exception is granted in such particular circumstances, as following:

- by an unpredictable event;
- in case of necessity;
- by order of a governmental Authority;
- by other reasons of extraordinary features, to be evaluated each time by the Maritime Authority. A pre-fixed point of anchorage, in proximity of the harbour, will be assigned to ships with dangerous or polluting goods on board, intending to anchor for the above mentioned reasons. That point will be also recorded in the official cartography and marked with the digit 3.

VTS SERVICE**Definitions**

The *Vessel Traffic Service* (VTS) is the service, disposed by the General Command of the Corps of Capitanerie di Porto to implement the safety of navigation, the efficiency of the maritime traffic and the protection of the marine environment from pollution. The *Vessel Traffic Centre* (VTS Centre), situated in the Operating Room of Mazara del Vallo Harbour Office, is the organism appointed to the management of the VTS inside the Mazara del Vallo VTS area.

The *Vessel Traffic Service Area* (VTS Area) is the geographic area inside of which the VTS operates.

Vessel Traffic Service User (VTS user) is any naval unit participating to the VTS, as according to the rules of the present User Manual.

The *VTS User Manual* is an official document compiled and distributed by the VTS Centre, containing all the rules, which must be observed inside the VTS area, and the services provided to VTS users. It can also contain general information about navigation, nautical charts, instructions about the frequencies which must be used in case of transmission via radio and any other information useful to the VTS user, in navigation through the VTS Area.

Applicability

All the rules enunciated in this chapter must be observed by every VTS user and can be applied, if it will be the case, to every naval unit navigating through the Italian territorial sea, inside the VTS area. **Every VTS user must know the present VTS User Manual.**

Exceptions

In case a ship, a shipping company or a maritime agency representing the shipping company (able to provide a proper mandate) is aware, with consistent advance, of a transit not in conformity with the rules regulating the traffic inside the VTS area of Mazara del Vallo, will submit an appropriate request to Mazara del Vallo Harbour Office asking for the authorization to the transit in exception to the enforced norms.

Such request of authorization must be submitted at least 24 hours before the estimated arrival of the ship, in case the duration of the travel is equal or above the 24 hours; before the ship exits from the port of origin, in case the duration of the travel is less than 24 hours; if the port of destination is unknown or if it will change during the travel, the request of authorization must be submitted at the moment such information is acquired. Mazara del Vallo Harbour Office, considering the request, will issue the authorization or reject the request and will subsequently communicate it before the transit of the ship inside the VTS area.

Situations taking place during the transit or immediately at the time of it will be managed via radio.

VTS Services

The following services are provided inside the Mazara del Vallo VTS area:

- Information;
- Aid to navigation;
- Organization of the mercantile traffic;

The **information service** is supplied through transmissions via radio according to a fixed timetable or whenever the VTS Centre will consider it necessary and in case the service is requires by a ship. or at call of a ship. It can also include, for example, reports about the position, identity and eventual intentions of the other ships; the conditions of the routes; meteorological information; dangers; and any other factor which can influence the transit of the ships.

The **aid to navigation service** is particularly important in case of unfavourable meteorological conditions, problems during the navigation or in case of defects or deficiencies. This service is normally provided upon request of a ship or autonomously by the VTS Centre, in case of necessity.

The **service of organization of the traffic** concerns the operating management of the traffic and the consequent planning of the movements of ships, in order to prevent situations of dangerous congestions. This service is particularly important in situations of high density of the traffic or when the movement of special transports can influence the flow of ordinary traffic. For this purpose may be also necessary to develop a system to regulate the maritime traffic through specific traffic plan or VTS navigation plan, according to the priority of movements, distribution of the areas, required reports made by ships navigating inside the VTS area, courses, limits of speed or other factors considered necessary by the VTS authority.

VTS measures and operational requests

Mazara del Vallo VTS/L Centre can require to VTS users particular measures in order to prevent situation of emergency during the navigation and to protect the marine environment, as the under enunciated situations:

- Designate temporary nautical reporting points;
- Making special operational requests to the VTS user;
- Establishing plans of separation or channelling of the traffic.

In case the traffic will be extremely congested or there will be limited visibility, unfavourable meteorological conditions or in case of other circumstances, representing a serious danger to the safety of navigation or to the protection of the marine environment, the VTS centre can manage the marine traffic inside the area by fixing times of entrance, movement and exit from the VTS area.

All VTS users shall follow the instructions or the measures adopted by the VTS centre. In case of specific circumstances, a VTS user can diverge from that, but just in order to ensure the safety of the crew, the passengers, the vessel itself or to protect the marine environment.

REPORTS

Reporting points

The under listed naval report points have been instituted inside the VTS area. Crossing these points in which Mazara VTS/L centre in transit collects it from the ship the modernization of the position and the elements of the motion (broken off and speed):

- External lines of the area under competence of the VTS;
- ALPHA: bearing 328°C° Granitola lighthouse;
- BRAVO: bearing 019°C° Granitola lighthouse;
- CHARLIE: Bearing 019° red light placed on the Eas tern external dam of Mazara harbour;
- DELTA: bearing 025° Capo Feto lighthouse;
- ECHO: bearing 067° Capo Feto lighthouse;

(image no. 3 page 5)

The surveys must be considered as true and taken from the sea side. In the points from ALPHA to ECHO, the VTS/L centre can require a report only in the following circumstances:

- in case of a temporary lack of monitoring the radar trace;
- degradation or damage of the radar system;
- ship in transit with deficiencies;
- request held directly by the ship (aid to navigation).

Contacts

All the contacts with the ships and the exchange of information via radio must follow the international regulations and, in particular, must be in keeping with the MAREP format, as described in A.851 (20) IMO resolution, dated 27.11.1997 and, however, adopting the jargon contained in the SMCP. The entrance (or intended entrance) in an area enslaved by the VTS system, whose participation is compulsory, will be notify via radio on the working channel

However Vts users must communicate to Vts Centre the information included in the messages at pages 7 and 8 of this manual by radio.

SECURITY

Every ship liable to the Chapter XI-2 of SOLAS 74, employed in international travels, A Class passenger ships (national navigation longer 20 Nmiles from the coast) and pleasure boats for hire above 500 TSL, intending to enter Mazara del Vallo harbour or its roadstead and if the travel does not exceed the 24 hours, must supply the informative card "Ship pre-arrival security information form", at least 24 hours before the arrival or the departure from the previous port of call.

The port facilities available in Mazara del Vallo harbour are as following:

- G.B. Quinci Dock;
- Mokarta Dock;
- Ruggero II Pier.

In case of mooring by ships liable to ISPS code the access to such wharfs will be regulated as per ISPS Code and any way will be restricted only to those explicitly authorized.

TRAFFIC SEPARATION SCHEME

Traffic chart

A special map, representing the separation of the incoming and outgoing traffic from the port, has been drawn in order to better control the entrance and exit of the mercantile ships from the port of Mazara del Vallo. The map has been approved by decree of the Harbour Office of Mazara del Vallo n. 09/06, available on the web site www.guardiacostiera.it

Definitions

• **Outer harbour:** the portion of sea in front of the harbour, having as limits the following points: the mouth of the harbour, the line connecting the vertex of the external breakwater and the point in coordinates 37°38' 06" N - 012°36' 04" E and the coast line;

• **Sector of entrance/exit from the harbour:** the area in front of the outer harbour, included inside the following points:

- A. 37°38'24" N - 012°35'25" E;
- B. 37°38'06" N - 012°36'04" E;
- C. 37°36'39" N - 012°35'35" E;
- D. 37°37'10"N - 012°34'20" E;

encompassing the entrance and exit lanes for the maritime traffic and the zone of separation of the traffic.

• **Zone of separation of the traffic:** the zone of sea dividing the two lanes of entrance and exit of the maritime traffic, placed at the middle of the sector of entrance/exit from the port, having a width of 48 meters and included inside the following points:

- E. 37°38'152N - 012°35'44" E;
- F. 37°38'14" N - 012°35'46" E;
- G. 37°36'53" N - 012°34'57" E;
- H. 37°36'54" N - 012°34'56" E.

• **Entrance lane:** the zone of sea dedicated to the traffic in entrance and included inside the points CDHG.

• **Exit lane:** the zone of sea dedicated to the traffic outgoing from the port and included inside the points ABFE.

• **Safety speed:** the speed a ship must keep in order to be able to navigate and operate in safety, avoiding any risks of collision and being able to quit its navigation within a safety distance, as according to different circumstances and conditions.

Obligations and prohibitions

To all the units participating to the VTS, in entrance and outgoing from the new port of Mazara del Vallo is requested to operate in accordance with the above mentioned traffic chart:

- The ships in entrance or exit from the port must keep a course as close as possible to the centre line of the respective traffic lane and in any case they do not have to cross the zone of separation of the traffic.
- For the ships in entrance the procedure will have to start inside the respective traffic lane and finish inside the zone of the outer harbour, without involving the zone of separation of the traffic.
- For the ships outgoing from the harbour the procedure will have to start inside the outer harbor and finish inside the exit lane, without involving the zone of separation of the traffic.
- Crossing the traffic lanes at the time of exit and entrance, the ships must keep a safe speed.

Any requests made by a ship for operating in disagreement to the traffic chart must be forwarded, via VHF on channel 13, to Mazara del Vallo VTS/L. Such requests can be authorized only if one of the under listed situations will happen:

- Damage;
- Operating problems;
- Unfavourable weather conditions;
- Activities authorized by this Harbour Office in progress inside the zone of sea included by the scheme of traffic separation (sailing competitions, oceanographic campaigns, television and/or photographic shoots, etc.), affecting negatively the safety of navigation of the unit in entrance or outgoing from the harbour.

Crossing from East to West the separation zone of the traffic must happen in orthogonal way to it and in any cases as quickly as possible.

Restrictions regarding the draught: Due to the scarce soundings of Mazara del Vallo harbour, it is not possible to contain ships with great draughts. The medium draught in the new port is about 4/5 mt., while in the port channel is about 2,5 mt. At the mouth of the port channel a sand bank is present where the soundings are reduced to 1,5/2 mt. This point is marked by a proper South cardinal buoy.

Restrictions regarding the length: due to the limited number of commercial docks, Mazara del Vallo harbour can contain ships having maximum length overall of 160 mt.

Points of boarding/disembark of the pilot:

Points of boarding/disembark of the pilot are not established, yet.

For ferry-boats up to 5000 GT piloting facility is allowed via VHF/Fm.

ANNEX



Image no. 1 VTS Mazara del Vallo Area

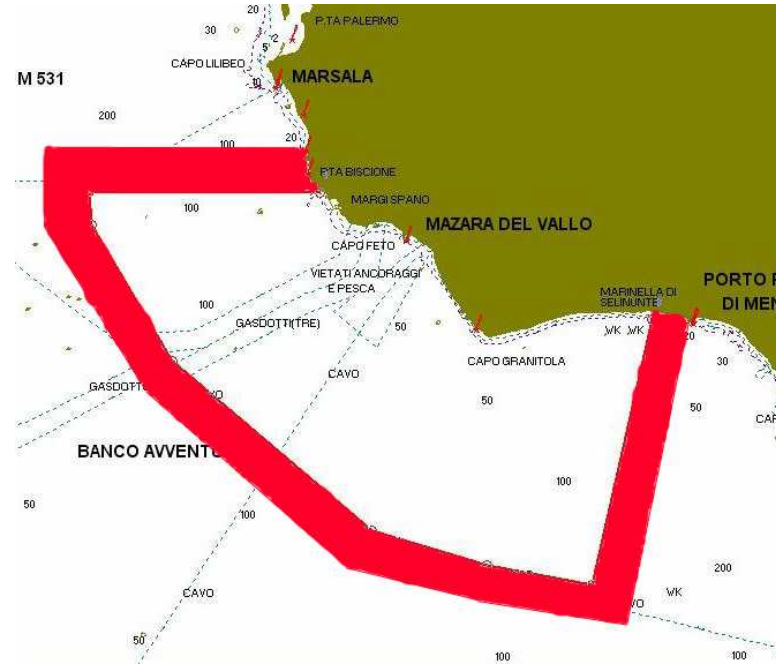


Image no. 2 Pre cautionary area

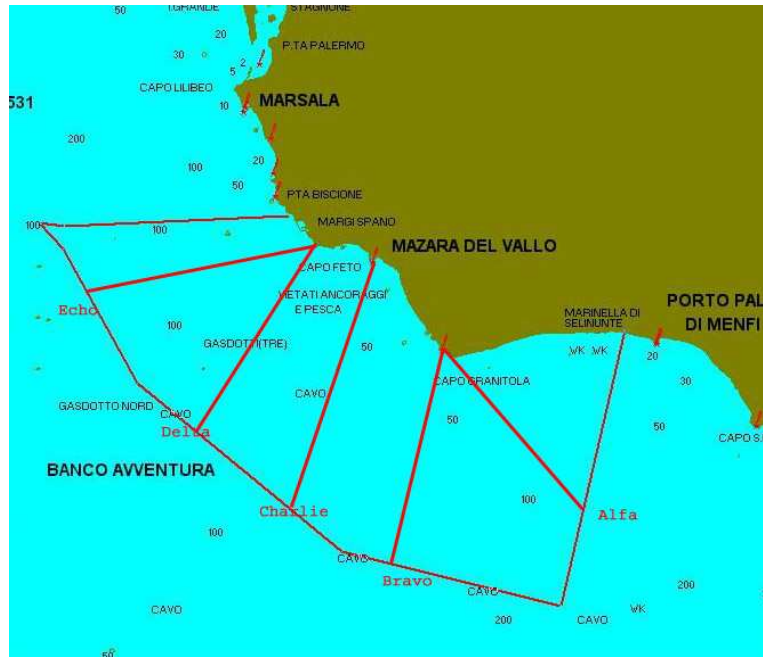


Image no. 3 Reporting points



Image no. 4 Prohibition of anchorage

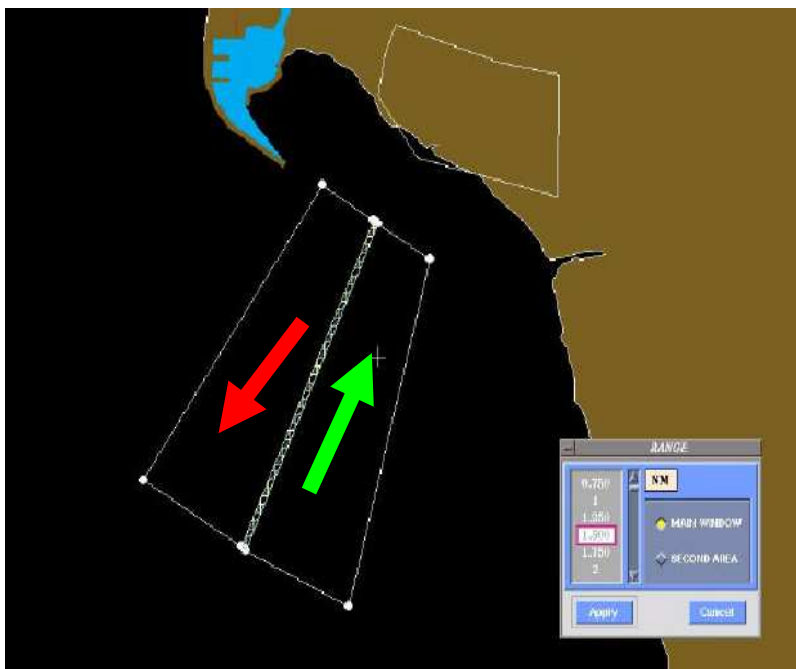


Image no. 5 Traffic separation scheme

| Class A | | <u>Report of first contact/Entry in VTS AREA/Approaching and leaving Mazara del Vallo Harbour</u> | | | Data/Time | |
|--|--|---|-----------------------------------|---|------------------------------------|--|
| A | NOME NAVE (Ship's Name) | BANDIERA (Flag) | | NOMINATIVO INTERNAZIONALE (International Call Sign) | | |
| | N°IMO (IMO Number) | N. MMSI (MMSI Number) | | T.S.L. (Gross Tonnage) | | |
| | PORTO DI ISCRIZIONE (Port of Register) | N° ISCRIZIONE (Number Of Register) | | | | |
| | LUNGHEZZA F.T. (Lenght over all) LARGHEZZA WHIT | ANNO COSTRUZIONE (Year of Build) | | | | |
| | ARMATORE (Owner) | NOME COMANDANTE (Captain's Name and Surname) | | | | |
| N° MEMBRI EQUIPAGGIO (Number of Crew) | N° PASSEGGERI A BORDO (Number of Passenger on Board) | | | | | |
| B | G.D.O. INGRESSO AREA VTS (Fuso Zulu) | | | | | |
| C | POSIZIONE (Present Position) | LAT. (Latitude) | | LONG. (Longitude) | | |
| E | ROTTA VERA (True Course) | | F | VELOCITA' (Speed) | | |
| G | PORTO DI PROVENIENZA/G.D.O. (Last Port of Call/Date and Time of Departure) (Fuso Zulu) | | | | | |
| I | PORTO DI DESTINAZIONE/O.P.A. (Destination Port/Estimated Time of Arrival) (Fuso Zulu) | | | O | PESCAGGIO MAX (Maximum Draught) | |
| P | CARICO A BORDO/QUANTITA' (Cargo On Board – Nature of Cargo/Quantitive) | | | | | |
| | MERCI PERICOLOSE (Dangerous Good on Board) | | CODICE IMDG (Classe/IMDG Code) | | N° ONU (U.N. Numbers) | |
| U | TIPO DI NAVE (Ship's Type) | | | T.S.N. (Net Tonnage) | | |

| | | | | | | |
|-----------------|---|---------------------------------------|--|--|--|--|
| Classe C | | <u>ANCHORAGE REPORT</u> | | | Data | |
| X | MOTIVO ANCORAGGIO <i>(Reason of anchorage)</i> | | | | | |
| | E.T.A. FONDA <i>(E.T.A. anchorage)</i> | | PUNTO DI FONDA <i>(Anchorage position)</i> | | | |
| | G.D.O. ARRIVO FONDA <i>(G.D.O. of anchorage)</i> | | | | | |
| Class D | | <u>ARRIVAL REPORT</u> | | | Data | |
| K | G.D.O. ARRIVO ORMEGGIO <i>(Data and Time of Arrival in the Mooring)</i> | | | | | |
| | POSTO DI ORMEGGIO <i>(Mooring)</i> | | | | | |
| Class E | | <u>DEPARTURE REPORT</u> | | | Data | |
| B | E.T.D. | | I | PORTO DI DESTINAZIONE/O.P.A. <i>(Destination Port/Estimated Time of Arrival) (Fuso Zulu)</i> | | |
| P | CARICO A BORDO/QUANTITA' <i>(Cargo On Board – Nature of Cargo/Quantitive)(N°Pa sseggeri, Mezzi Pesanti, Bus, Caravan KG Merce Etc.)</i> | | | | | |
| | MERCI PERICOLOSE <i>(Dangerous Good on Board)</i> | | CODICE IMDG <i>(Classe/IMDG Code)</i> | | N° ONU <i>(U.N. Numbers)</i> | |
| Class F | | <u>EXIT OF AREA VTS REPORT</u> | | | Data | |

| | | | | | |
|----------|--|------------------------------------|--|--------------------------------------|--|
| B | G.D.O. USCITA AREA VTS (<i>Fuso Zulu</i>) | | | | |
| C | POSIZIONE (<i>Present Position</i>) | LAT. (<i>Latitude</i>) | | LONG. (<i>Longitude</i>) | |