



MINISTRY OF INFRASTRUCTURE AND TRANSPORT

COMANDO GENERALE DEL CORPO
DELLE CAPITANERIE DI PORTO

VTS MESSINA STRAITS

"User Manual"

Published December 2009

VTS MESSINA STRAITS USER MANUAL

INTRODUCTION

The purpose of this manual is to provide all relevant information to ensure proper interaction between users and VTS Strait of Messina, making effective action to assist and support the shipping of its VTS system. We thank the sailors who, in the spirit of full cooperation that should characterize this service, will provide useful recommendations and suggestions.

GLOSSARY

A. G.:	Judicial Authority
A. I. S.:	Automatic Identification System
A. M.:	Maritime Authority
A.M.S:	Maritime Authority for navigation in the Straits of Messina
C. I. S.:	International Code of Signals
COLREG '72:	International Regulation for preventing collision at sea
E. T. A.:	Estimated Time of Arrival
E. T. D.:	Estimated Time of Departure
G. D. O.:	Date Time Group (Day / Hour / Minute / Time / Month / Year)
I. A. L. A.:	International Association of Marine Aids to Navigation and Lighthouse Authorities
I. H. O.:	International Hydrographic Organization
I. I.:	Italian Navy Hydrographic Institute
I. M. D. G.:	International Maritime Dangerous Goods Code
I. M. O.:	International Maritime Organization
I. T. U.:	International Telecommunication Union
M. S. C.:	Maritime Safety Committee of IMO
O. P. A.:	Estimated Time of Arrival
O. P. P.:	Estimated Time of Departure
S. I. N.:	Ship identification Number
S. M. C. P.:	IMO Standard Marine Communication Phrases
SOLAS '74:	International Convention for the Safety of life at sea 1974 (as amended)
S. S. A. S.:	Ship Security Alert System
V. T. S.:	Vessel Traffic Service

AMENDMENTS LIST

N°	AMENDED BY	DATE
1		20/11/2008
2		31/07/2009
3		01/12/2009
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PARTICIPATION

The Strait of Messina is implementing a regime of "non-suspendable inoffensive passage" as provided for in Articles. 38 and 45 of the 1982 United Nations Convention on the Law of the Sea. Therefore, in light of the provisions relating to monitoring vessel traffic in the MD October 2, 2008 (establishment VTS area of the Strait of Messina), the DM 08.05.1985 and D. Decree Law of 19.08.2005 No. 196 "Implementation of Directive 2002/59/EC establishing a Community system of monitoring and information system for maritime traffic", the naval units which are subject to minimum participation in the system are:

- All passenger ships;
- merchant ships over 300 GRT;
- fishing vessels exceeding 45 meters;
- recreational craft over 45 meters.

Naval units, excluded by the application of Legislative Decree 196/2005 (Directive 2002/59/EC) are:

- warships;
- ships, naval auxiliaries;
- ships owned or operated by a Member State and used for non commercial public service;
- fishing vessels with a length of less than 45 meters;
- Recreational craft with a length of less than 45 meters;

The aforesaid vessels while transiting VTS area of Messina may voluntarily require the help of VTS centre of Messina and in such case have to necessarily apply to the rules described in this manual.

Should those vessels voluntarily require to participate into the system they will be considered as taking part to it. The possibility of participation by those vessels becomes compulsory in order not to interfere with the participating vessels. In this circumstance they will be treated as participating units, until they are out from the monitored vessel traffic. In that case the operator will request the information required to the vessels involved (vessel data, cargo and course).

Should a vessel, not participating to VTS system, enter or leave from Reggio Calabria Harbour, Messina, Villa San Giovanni and Tremestieri, she will have to inform it in advance to the aforesaid Maritime Authorities.

Voluntary participation of vessels into the system do not exclude the Master to report to MESSINA VTS, as Maritime Authority, all information required by VTS operators nor maritime safety information broadcasted by VTS centre as regarding safety of navigation or to prevent collision at sea or any other activity against national or international rules.

Units with dangerous goods on board

In accordance with Decree dated 29.03.85 and Decree dated 08.05.85, in Messina strait it is forbidden the transit to vessels with 50.000 GRT or above carrying on board polluting goods or chemical products or any toxic substance to the marine environment.

For vessels with 6.000 grt or above but less than 50.000 grt carrying on board crude oil, which intend to transit Messina Strait, the pilot service is compulsory

Gross tonnage vessels

Any vessel greater than 15.000 grt transiting Messina Straits, is considered a Gross tonnage Vessel and is therefore subjected to the pilot service setting aside its cargo on board.

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Recommended Routes

In Messina VTS AREA, as regarding transiting in direction North-South and vice versa, East-West and vice versa, navigation is regulated by a Traffic Separation Scheme "Roundabout" which has been set up with Decree 23.06.2008 n. 128 and notified to IMO with SN 1/CIRC 279 dated 12.07.2009 . Therefore, vessels transiting in the Strait in direction North-South, upon landing in traffic lane will proceed on the following "suggested" course 200° - 245° - 190°. Vessels transiting in direction East-West, upon landing in traffic lane , will proceed on the following "suggested" course 005° - 065° - 020°..

Vessels navigating in transversal sense East-West or vice versa, shall strictly observe the counterclockwise of the roundabout located in psn 38°12,680N – 015°36'.400 E – maximum radius 250 mt. More precisely, vessels proceeding towards Calabria coast shall transit southwards of the roundabout, while vessels proceeding towards Sicily coast shall transit northwards of the aforesaid roundabout. The crossing should be done with routes as much as perpendicular to the general direction of the navigational stream of the longitudinal traffic.

While transiting VTS area, all vessels have to respect the general rules for navigation and, particularly, Regulation to prevent collision at sea "COLREG 1972"..

Separation traffic scheme identifies 4 precautionary zones, wherein vessels should proceed with particular attention. In particular, in the Northern and Southern precautionary zones of the scheme, is located the pilot boarding and disembarking point (in the North at the limit of the precautionary area, in the South within the precautionary area), for vessels whose pilot service is compulsory in the Straits, as indicated by Decree 27.10.2009 of the Ministry of the Infrastructure and Transport.

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MES 003****INFORMATION****Piloting**

Strait of Messina has established a system of compulsory pilotage for ships with a gross tonnage greater than or equal to 15.000 tons and for those carrying on board crude oil or other pollutants / pollution, gross tonnage and over 6.000 tons.

The pilot must notify immediately any event which might, depending on his professional experience, interfere with the safety of the ship and navigation.

The pilot embarks on the following points:

For ships coming from the north	For ships coming from the south
- Boarding Lat: 38° 18' 12" N - Long: 015° 40' 36" E (Bearing 031° d=2,4 mg Faro di Capo Peloro) - Landing Lat: 38° 08' 33" N - Long: 015° 35' 00" E (Bearing 172° d=3,1 mg Faro di S. Raineri)	- Boarding Lat: 38° 08' 54" N - Long: 015° 36' 36" E (Bearing. 148° d=3,2 mg Faro di S. Raineri) - Landing Lat: 38° 17' 02" N - Long: 015° 43' 12" E (Bearing 009° d=1,7 mg Faro di Scilla)

Pilotage in the port of Messina

Pilot service is regulated by a Decree stating that it is compulsory for vessels entering into or leaving and for any movements within harbour waters in case vessels do not use their own machines and or tugs and for all vessels of 500 grt or upwards.

VHF Pilot service has to be used by::

- Vessels up to 2500 grt (without tug) as long as master demonstrates to have a good knowledge of the Italian language.
- RO-RO vessels up to 6000 grt operating a scheduled regular daily service (without tug) as long as master demonstrates to have a good knowledge of the Italian language.

Pilot service is carried out up to a distance of 1,5 nm from the Holy Mary Statue and in the area of Torre Faro, in the area between Punta Sottile and Ganzirri's Church Bell tower., up to 500 mt from the coastline.

Pilotage in the port of Reggio Calabria

In the harbour of Reggio Calabria pilot service is compulsory for all ships of 600 grt or upwards, entering or leaving the Harbour. Service is carried out up to a distance of 500 mt from the entrance of the harbour.

Tug Service

In the port of Messina and in the harbour towing service is optional, as defined by local regulations for towing service on 25.02.1997. This service can be made binding if the Maritime Authority deems necessary for the safety of shipping and port, Safety of Life at Sea, or for special circumstances and limited under Article. 1 paragraph 2 of the Ordinance No. 19/2003 of 15.04.2003 of the Harbour in Messina.

It also set up in the port of Messina on service provided by the concessionary company readiness "Picciotto" towing service under its own power:

- R / re MACISTONE shot power 50 tons, HP 3600
- R / re MULETTO shot power 20 tons, HP 3700
- R / re MILA shot power 37 tons, HP 4350

(readiness: the minimum time required for the production of the tug, the remaining resources, an hour after the call for assistance).

Ports of Reggio Calabria and Villa San Giovanni no tug boat company.

In the Strait, recourse may, with the approval of the maritime jurisdiction of the towing service stationed in the port of Messina.

Mooring

Mooring service is carried out by the following private contractors:

In Messina and Tre Mestieri Harbour by the mooring people of Messina Harbour and it is compulsory for all vessels of 500 grt or upwards.

In Reggio Calabria, Villa San Giovanni and Gioia Tauro by the mooring people of Reggio Calabria, Villa San Giovanni and Gioia Tauro and it is compulsory for all vessels of 500 grt or upwards.

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VTS AREA OF MESSINA STRAIT	
<p>VTS Messina has a total capacity on all VTS Stratis (Area Alfa). Should any failure arise VTS system will provide services with a limited operational capability for a smaller area (AREA BRAVO). In case of such event a notice to mariners will be broadcasted: ALL SHIPS ALL SHIPS ALL SHIPS THIS IS MESSINA TRAFFIC INFORMATION DUE TO A TECHNICAL FAILURE MESSINA TRAFFIC HAS A REDUCED OPERATIONAL CAPABILITY SERVICES ARE AVAILABLE IN "BRAVO" AREA ONLY OUT</p> <p>Full Operational Capability (Area Alpha) Herewith is the area of competence of the VTS Strait of Messina in normal operational asset:</p> <p>NORTH Line joining the parallel 38 ° 22 '3 N, 015 ° 31'E meridian to the coast of Sicily and Calabria</p> <p>SOUTH Parallel 38°01'N, joining tip Pellaro (Calabrian coast) and C° d'Ali (Sicilian coast). See attached figure</p> <p>Operational capacity reduced (Area Bravo) The service area of the control system of maritime traffic in the Strait of Messina where monitoring is performed by the VTS center of Reggio Calabria is bounded by the parallels: Lat. 38 ° 13'N (northern limit), Lat. 38 ° 05'N (southern boundary) and the coasts of Sicily and Calabria. See attached figure</p> <p>Precautionary Area VTS There are two precautionary corridors for units that are preparing to enter the VTS system in the Strait of Messina both extended for a distance of 3 nautical mile limit from the south and north area of competence VTS (see figure). Those corridors constitutes "precautionary areas" for preliminary contact for the vessels entering VTS AREA in order to be identified and as data reporting. The setting up of those 2 corridors does not exclude the possibility for vessels transiting into the VTS Messina Strait Area to establish preliminary contact before entering into them. Services provided by VTS Messina Straits will be broadcasted as soon as entering in the Competent Area, apart from particular events (emergency, SAR etc.) for which it is required the assistance of VTS Messina Strait.</p>	<p>Signalling Within VTS Area the following navigational signalling are available:</p> <ul style="list-style-type: none"> • Lighthouse Scilla Castle with the following characteristics (E1766) FIW5s72m22M • Lighthouse Punta Pezzo (E1770) with the following characteristics FI (3) R15s26m15M • Lighthouse Villa S. John Quay West, estr (E1772) FIG3s14m8M • Beacon Wharf levante (E1775.2) FR3M • Beacon Brush east, estr (E1775) FR3M • Brush Beacon Central, estr (E1774.2) 2FGR (vert) 3M • Beacon Brush west, estr (E1774) 3FRGR (ver) 8M 4M • Beacon Molo di Ponente (E1772.5) FG3M • Beacon Quay "Tourist Boat Ferry" (E1773.6) 3FG (ver) 12m 4M • Beacon Quay West, est Reggio Calabria (E1776) IsoG2s14m8M • Beacon potting ferry straight entering (E1778) FG3M • For the Port of Tremestieri is currently installed a red lantern pending completion of the expected Anchorage • Lighthouse Peloro (E1806) FI (2) G10s37m19M • In lighthouse Iso R2s22m9M (location Peloro) • Head Lighthouse Rosocolmo (S 2046) FI (3) W10s85m15M • Lighthouse Punta San Raineri (E1814) FI (3) W15s41m22M • Lighthouse Punta Secca, NE Port No E1816 OCY3s13m10M • Punta Faro No Savior E1817 FI (2) R5s16m8M • Lighthouse Marina del Nettuno outer pier, estr (E1813) FIR3s3m3M • Lighthouse Brushes ferry brush east, estr E1819 FR3M • Antenna (BOA) Favazzina (E1764.3) placed in position Lat 38 ° 15'07"N Long 015 ° 45'06"E with the following characteristics FI (2) Y4s2M • Buoy (E1764.31) 30m from the 'Antenna (Post) with the following characteristics FI (2) Y4s2M • Antenna (BOA) Condoleo Scilla (E1764) placed in position Lat 38 ° 15'02"N Long 015 ° 44'07"E to 113 (limit SW) with the following characteristics FI (2) Y4s2M • Boa (E1764) at 20m from the Old. (Post) with the following characteristics FI (2) Y4s2M • Antenna Mortelle (E1810) All 256 (limit) e 16'2N in position Lat 38 ° Long 015 ° 36'09"E with the following characteristics FI (2) Y4s2M • Buoy (E1810.1) placed at 30m from the antenna with the following characteristics FI (2) Y4s2M • Antenna Casabianca (E1810.2) all232 (limit W) placed in position Lat 38 ° 16'05"N Long 015 ° 36'09"E with the following characteristics FI (2) Y4s2M • Buoy (E1810.21) placed at 30m from the antenna with the following characteristics FI (2) Y4s2M <p><u>Always check a list of lighthouses and fog signals to be effective edition.</u> Areas with presence of dry and shallow Within VTS area there are no dangerous shallow waters for the navigation..</p>

VTS AREA OF MESSINA STRAIT

Environmental peculiarities

There are areas of particular danger to navigation referable to dry, shipwrecks etc. The waters are deep and range from 70 mt to over 1000 mt, there are no shallow or dry hazardous to navigation.

Particular attention must be paid upon ocean currents that alternate in direction south (descending) and North (Mast) with periods of about 6 hours and intensity of up to 6 knots. Between the two times of maximum speed, estimated at around 3 / 5 nodes in Torre Faro - Ganzirri to about 6 knots in the resort Punta Pezzo, there is a moment of speed close to 0 knots said "tired."

Along the coastal areas both on the Calabrian coast of Sicily, which formed the particular conditions that determine current flow, as opposed to the mainstream, known as "bastards."

The particular pattern of currents and movements are the origin of related phenomena that have taken specific mythological connotations (Scylla and Charybdis) in relation to their appearance. Typical examples are power cuts, the vortices "Garofali" etc..

The evolution of the wind is influenced by the current, especially with current descending you notice an increase in northerly winds and an easing of the winds from the SE.

Mist

The Strait of Messina is characterized by phenomena foggy due to the passage of warm moist air masses (winds from the southeast) that meet the cold currents of the Strait. The air cools sharply, and excess moisture condenses to form a low mist and textures that makes it difficult navigation. This phenomenon is known locally as "Lupa".

Tides

Descending with the tide the water is rising generally 15 or 20 centimeters, while the mast was lowered as well, generating a general change that can be as high as 50 centimeters.

Riptides

Strait of Messina are alternated with short intervals of tired, currents of considerable intensity, directed toward the Tyrrhenian Sea (uprights) or towards the Ionian (descending). Axis of the Strait these currents result from settlement of a drift current of constant direction (towards the Ionian Sea) and variable intensity and periodic tidal currents.

These currents cause the counter those bastards that grow mainly along the coast of Sicily and Calabria. The intersection between current and counter causes the formation of these vortices Garofalo. These reels are also determined when the current column is considerable differences in the backdrop.

The current mast has a direction almost next to the axis of the strait, while the current descending a direction variable. North entrance to the Strait from the descending head first on Torre Cavallo, then turn on Punta Pezzo and then towards the Sicilian coast in the direction of Ganzirri. From here it follows for Grotta S. Savior of the Greeks and to Punta Secca. Come here leans towards the Calabrian coast in the direction of the torrent of Gallic and continues to Reggio Calabria and then returns to the Sicilian coast in the direction of Capo Scaletta, spreading and losing intensity.



Main Branch Mount



Main Branch descending

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VTS AREA OF MESSINA STRAIT

Winds

In relation to the time of year there is a predominance of winds;

- During the winter the winds are frequent from the northern quadrants that can create significant difficulties in the movement of units in input / output from the sector north of the Straits.
- Typical are the winds from the southern quadrants, correlated with the pressures in Alto Tirreno, with particular reference to the winds coming from SE (Scirocco) can create significant difficulties for navigation in the Straits in particular in the transverse direction.

For news on the details of the Straits of Messina and the currents that interest him, please refer to the following nautical documents published by the Institute Hydrographic M. M. and with similar publications issued by the hydrographic services of State:

Portolano Part 1 / b♣

♣ tide tables and tidal currents I. I. 3133

List of lights and fog signals♣ I.I. 3134

Fishery

The Strait of Messina is situated, from time immemorial, of intensive fishing on the local and are carried out in different ways in relation to different periods of the year, in particular, as the interest of navigation activities includes:

Swordfish (Xiphias gladius)

This fishing is done in the period from 01 June to 31 August each year using special boats called "bridges or feluccas" precisely fitted to a long walkway that comes out from the prow and a high central mast "antenna" at the top of which is allocated the helmsman.

The above customarily been fishing boats working within predefined area and allocated annually to individual fishermen "posed" identified by landmarks on the coast of the Straits and affect areas within which fishing units are free to move around pursuit and capture of swordfish that is by harpoon.

This freedom of action dictated by ancient traditions and deeply rooted in local culture, it may interfere with marine navigation.

For safety of navigation, article 10 of the Ordinance No. 57/2009 dated 09.11.2009 of the maritime navigation of the Straits of Messina, governs the particular local fisheries for swordfish. Therefore, these vessels during the chase to catch swordfish, can temporarily use the traffic lanes adjacent to its position, it does ensure priority

ships transiting its longitudinal and transverse. In this circumstance, will be treated as a unit participating in the monitoring system, vessel traffic, until no longer interfere with the traffic monitored. Furthermore, the above unit:

- must maintain continuous radio listening watch on Channel 16 VHF / FM;
- They must be fitted with a radar reflector unit;
- must not in any way hinder the transition to the unit in transit through the Strait in the lanes of traffic;
- They must give notice to the Center VTS start and end day of fishing.

Saura (Scomber scombrus)

This fishing is done in almost all periods of the year by numerous small fishing boats dedicated to working in groups more or less numerous fishing, normally, in a strait between the "Caves" and "Ganzirri" on the Sicilian coast and "Punta Piece" on the Calabrian coast.

Fear / DENTEX (Pagrus Pagrus / DENTEX)

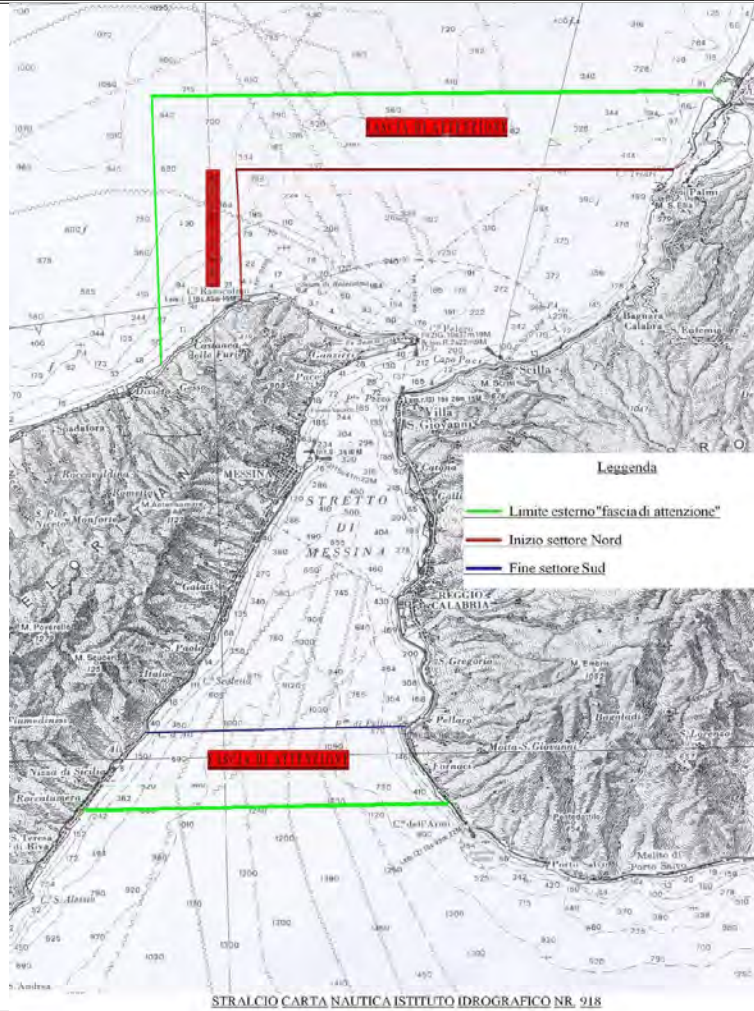
Normally takes place in the foreland of "Cape Pelorus" in the direction E - NE to about 0.5 M from the coast of Sicily, is made, usually in the summer months, from small boats in the group. Could interfere with the incoming traffic in the Strait of Messina north / south.

VTS AREA OF MESSINA STRAIT

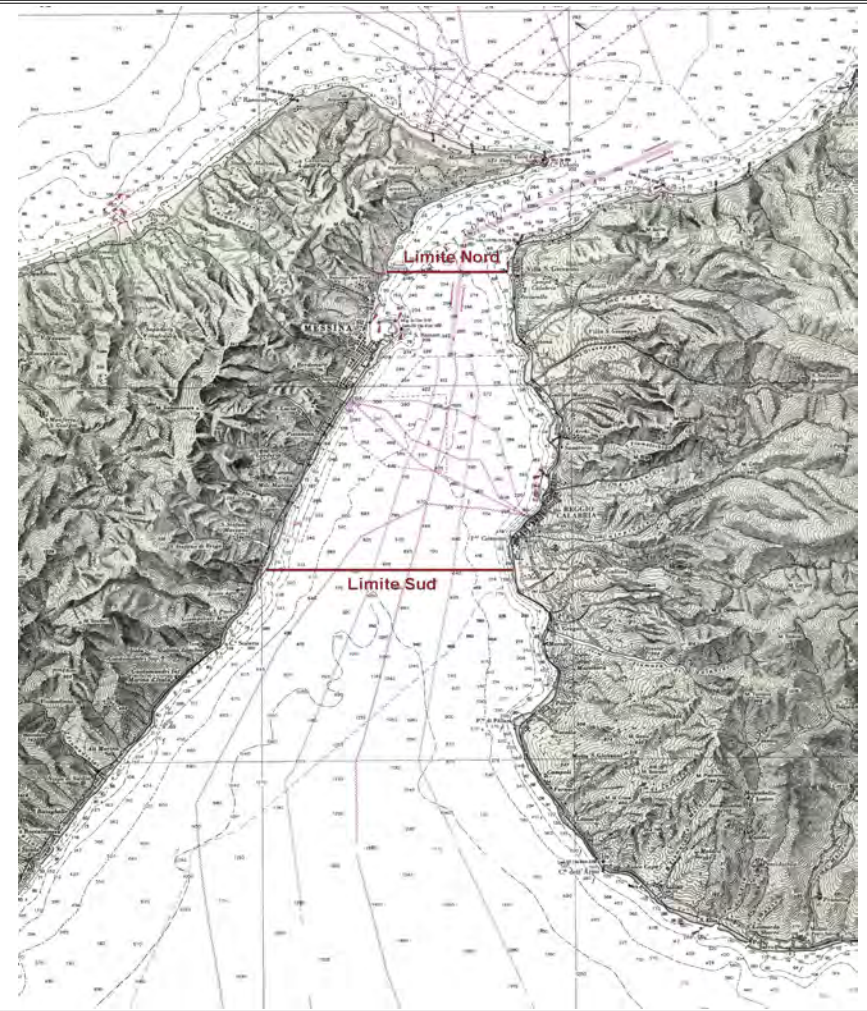
AREA ALFA

AREA BRAVO

NOT TO BE USED FOR NAVIGATION



NOT TO BE USED FOR NAVIGATION



CONTACTS**PROHIBITED ZONES AND ANCHORAGE****Radio channels**

VTS Strait of Messina uses the following VHF/FM radio channels Ch 10 (Fq. 156.500 MHz) used as a channel for the initial call and work for the primary service delivered by VTS; Ch 13 (Fq 156.650 MHz) used for ship reporting as the primary channel. Ch 14 (Fq 156.700 MHz) used as a secondary channel in the activities of ships reporting and service delivered by VTS. Ch 16 (Fq. 156.800 MHz) is used for rescue / emergency;

All channels used are subject to recording. All radio contact will be carried out using the acronym: "MESSINA TRAFFIC". Voice Communications VHF should be conducted using the procedures provided by the ITU standard called Rec ITU - R M.1171 "Radiotelephony Procedures in the Maritime Mobile Service" and the CIS as amended. Contacts made with the ships and the exchange of information should be done in accordance with international standards and in particular according to the format of IMOSRS as per IMO Resolution A.851 (20), 27.11.1997 and using the phraseology contained in the SMCP (Standard Marine Communications Phrases).

Telephone communication - fax - mail

VTS MAIN CENTER

VTS Center Messina

tel . +3909041923 - +3909041711 - +3909041901 - +3909041989

Fax +3909041923

E-mail vtsmessina@guardiacostiera.it or amsmessina@guardiacostiera.it

VTS CENTER SECONDARY

VTS Center at Harbour master Reggio Calabria Reggio Calabria

tel. +390965656268 - +390965656299 - +390965656296 - +390965650090

Fax +390965656294 - +390965656333

E-mail, cprc@mit.gov.it or reggiocalabria@guardiacostiera.it

Languages used on the channels are: Italian, English .

Using as far as possible, the "Standard Marine Phrases" IMO.

All times must be reported to local time (Legal) in force in Italy. It is recalled that

during the period from 02.00 last Sunday in March to 03.00 last Sunday of October

enclaves summer time, so you must add an hour of summer time.

N. B.: If a ship, or in the messaging communications, intends to refer to UTC time must be specifically indicated in the forms provided by the procedure in force.

Prohibited anchorage

The anchor in the Strait of Messina is prohibited because of the presence of numerous submarine pipelines and conduits (reported on official state maps, charts - number 138) that cross the stretch of the sea in several places.

Specific anchor points are defined by orders issued by the maritime authorities.

Rade

Rada Paradise consists of the following points based on:

- 1) A Lat. 38 ° 13'43 "N Long. 15 ° 34'44 "E
- 2) B Lat. 38 ° 14'18 "N Long. 15 ° 35'15 "E
- 3) C Lat. 38 ° 14'36 "N Long. 15 ° 35'30 "E

Rada Pentimele consists of the following points for those vessels with an overall length of less than 100 m:

- 4) A Lat. 38 ° 08'07 "N Long. 015 ° 39'09 "E
- 5) B Lat. 38 ° 08'21 "N Long. 015 ° 39'12 "E

Rada Pentimele consists of the following points for those vessels with an overall length exceeding 100 m:

- 6) C Lat. 38 ° 08'15 "N Long. 015 ° 39'06 "E

Rada Giunchi consists of the following points for those vessels with an overall length of less than 100 m:

- 7) In Lat. 38° 07'00 "N Long. 015° 38'45 "E

However, since the points 1,2,3 and 7 are considered as harbour port, it has to be declared by the ship, while providing the "Ship pre-arrival security information form" in accordance with the chapter on security.

ANCHORAGE

In estuaries of Paradise, Pentimele and Giunchi, it is prohibited anchorage for ships carrying crude oil and / or harmful substances or dangerous goods, as defined by Marpol 73/78.

However, there are exceptional cases such as:

- force major;
- state of necessity;
- order by State Authorities;
- other cases to be evaluated, case by case, by the maritime authority;
- Security.

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PROHIBITED ZONES AND ANCHORAGE

Vessels that intend to drop the anchor firstly have to communicate by radio VHF/FM channels VTS Center 16/10 the information provided in Format annex 1 to the Ordinance No. 57/2009 dated 09.11.2009 of the Maritime Navigation of the Strait of Messina

Vessels at the anchor must keep listening to radio VHF/FM channels 16/10 and must continuously inform the VTS Center (Messina Traffic) of any extraordinary event that could affect the safety of navigation and/or pose danger to the environment marine, respond to claims of place and, as required, communicate the location at predetermined intervals and activate alarms funds when available.

Bad weather conditions Rosocolmo Cape Area

For requests for sheltering for bad weather conditions, in addition to these points of funds can be authorized, but excluding the expanse of water between the bathymetry of 10 m and the semicircle with a radius of 1.7 miles centered on the lighthouse of Cape Rasocolmo that, as anchorage, is forbidden by n.25/2009 Ordinance issued by the Harbour of Messina on 12.05.2009; the area located opposite the place called "dry Rasocolmo" east homonym Lighthouse (Lat. 38°17 '7 N - Long. 015 ° 31' .2 E) (Number list of lights and lanterns 3276 and 2046), after informing the competent maritime authority .

To ground for reparation

In the case of ships requiring shelter to perform the work, she will be instructed on a case by case .

Ships carrying dangerous goods

In accordance with Ministerial Decrees 29/03/1985 and 08/05/1985 it is forbidden the transit through the Strait of Messina for all ships carrying petroleum products or other harmful substances to marine environment, with a gross tonnage of 50,000 or above if such a goods are carried on board .

For ships carrying crude oil products with a gross tonnage equal to or greater than 6,000 tons but less than 50,000, intending to transit the Strait of Messina, it will be required pilotage service .

PORTS/Landing Hanging VTS AREA

Port of Messina (Lat. 38 ° 11.5 'N Long. 015 ° 33.7' E)

The Port of Messina is located in a baricentric area of the Street along the coast of Sicily, the maritime trade mainly concern:

- Cruise traffic;
- Commercial traffic;
- Ferry service to and from the Calabrian coast, realized the need for both passenger and rail and rubber-coated with both high-speed craft passenger.

There is also a large area for the use of to dry dock and a former Navy arsenal, and an area assigned exclusively for military purposes.

There is also a RO-RO Line operated by ferries between Messina and Salerno and vice versa.

The piers which are normally used are:

- Colapesce
- 1stSeptember
- Vespri
- Marconi
- Rizzo
- Banchina Norimberga

The seabeds within the port are deep and the various platforms range from 7 to 12 meters.

In the vicinity of the port, to the north, there is a marina for recreational craft traffic alone (Marina del Nettuno).

In the port of Messina territorial district north limit Torrente Annunziata and southern limit mouth Torrente Portalegni. A Port Authority is established according to a national Law 84/94.

In the port of Messina there are the following operators and port companies:

- COMET services, loading and unloading of goods;
- ITALIA, various support services for businesses;
- Services Norimberga for loading and unloading of commercial ships;
- S.G.M. s.r.l. bunker to RFI;
- Benedetto La Cava bunker.

There are also No. 5 cradles for the mooring of RFI vessels which carry train wagons cargo and passengers.

At the port of Messina there are also the following technical-nautical services:

- Pilots corporation;
- Group boatmen ;
- towing service concession to the company Picciotto with tow in readiness.

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PORT/HARBOURS FALLING IN VTS

Port San Francesco (Lat. 38 ° 12.7 'N Long. 015 ° 33.7' E)

At the Bay of San Francesco there are No. 5 docks equipped with slides used by the private company Caronte & Tourist for connections to the port of Villa San Giovanni for the transport of passengers and vehicles .

Port Tremestieri (Lat. 38 ° 08.0 'N Long. 015 ° 31.5' E)

It has recently been built and not yet completed, the so called "emergency" port of Tremestieri. Two piers are available for wheeled passenger traffic to the ports of Villa S. Giovanni and Reggio Calabria.

The docks are also used by ferries belonging to Caronte & Tourist, RFI and other private companies.

Port of Reggio Calabria (Lat. 38 ° 07.5 'N Long. 015 ° 39.0' E)

Within the port are currently identified as mooring points:

1. Levante quay
2. Old Quay Levante
3. Quay Margottini
4. Cradles STATION
5. Molo Hydrofoils
6. dock Root Ponente
7. western dock
8. Brush
9. Recreational and dock UU.NN. State

Any movement of naval units and the entry and exit by the same must be previously authorized by the Harbour Master of Reggio Calabria.

All vessels entering the port must first inform the maritime authority of their entrance 1 mile from the entrance and follow the provisions of that authority if given.

The vessels may exit casting off after having informed the Maritime Authority and comply with any conditions given.

Manoeuvres are prohibited simultaneous entry and exit from the mirror port waters also joining the green light at the entrance and the centre of Harbour Master.

At the entrance of the harbour there will be only one ship at a time. Vessels will have to wait for outcoming disengagement of leaving vessels, paying attention to this matter in the vicinity of the building of the Harbour. The manoeuvres should be as close as possible to the green light of the west pier.

Limits on the draft: The depths of the port of Reggio Calabria allow reception of large vessels with drafts. The average draft of the port is about 8 meters, the mouth is 12 m. While in the vicinity of the dock Margottini is reduced to 4.10 m.

Port of Villa San Giovanni (Lat. 38 ° 13.3 'N Long. 015 ° 38.0' E)

Within the port are currently identified as mooring points:

1. west pier
 2. cradles connected to the railway line n ° 1, 2 and 3;
 3. slide zero
 4. east bay;
 5. pier breakwater;
 6. slides mooring 4, 5, 6 and 7 between the Bell and Torrente Torrente Immacolata.
- The cradles are designed for ships carrying train cars and passengers with or without, cars.

The slides are intended for the ferries that carry vehicles and passengers.

Pier breakwater is intended for naval units whose length is less than 50 (fifty) meters.

The pier of the east and the west pier are off berth of any naval unit.

Notwithstanding the provisions of the preceding paragraph along the roadside of the Levant, only for the stretch in front of the headquarters of the local Maritime Office of Villa San Giovanni and prior approval of that Maritime Authority it is possible the temporary mooring of naval units of the Police Forces , Fire Dpt units, pilots and mooring.

Outgoing vessels have the priority over the entering vessels.

Contemporaneous manoeuvring of outgoing, entering and exchange of mooring are not allowed.. Therefore, the outside ship may enter into and outgoing one may leave its mooring only if there is no other ship in movement.

Vessels must proceed at the minimum speed necessary to ensure safe handling and port facilities in relation to weather and sea conditions and the technical characteristics of the ship itself.

The U-turns of the ferries do not have to be carried out by two-way mirror of water covered by the previous paragraph and in such a way not to interfere with the manoeuvres of entrance or exit of other vessels.

It is compulsory to all Master of ships prior to departure from the port of Villa San Giovanni to see if there are transiting vessels in the Strait of Messina bounded South or North, whose course is likely to be crossed.

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PORT/HARBOURS FALLING IN VTS	SERVICES PROVIDED BY THE STRAIT OF MESSINA VTS
<p>In this case Masters should contact by radio the Master of the ship in transit and agree on how to cross their routes, the smoothest possible navigation of that unit, not referring to the International Regulations for Preventing Collisions at Sea (COLREG 72) if it is necessary to avoid an immediate danger, according to the provisions of Rule 2 of the aforesaid Rules.</p> <p>Limits on draft: bottom of the port of Villa San Giovanni has a draft medium around 8 feet, the mouth is 12 m.</p> <p><u>Any further news of detail can be extrapolated from nautical documents in force.</u></p>	<p>In the area of the Straits of Messina VTS provides services related to:</p> <ul style="list-style-type: none"> - Information service; - Navigational assistance service; - Traffic organization service, according to the rules of the Ministerial Decree of 2 October 2008, Ministerial Decree 23 June 2008 N.128, and the Ministerial Decree 8 May 1985, and orders issued by local Maritime Authorities. <p>Information Service Communications from the VTS to the vessels are preceded by the word INFORMATION / INFORMATION normally broadcasted or directed to individual units. Information in standard conditions refer to:</p> <ul style="list-style-type: none"> • vessel traffic state with particular reference to heavy traffic conditions; • weather conditions of particular importance for navigation (e.g. fog, wind, currents only on request); • Status of fishing unit with respect to fishing activities that may interfere with the transit; • Location of units in harbour for vessels bounded in harbour; • maritime signalling; • Anchorage Areas; • news regarding interdiction in progress to navigation; • safety warnings, urgency (the procedure laid down by ITU / CIS). <p>During Emergency situation (collision):</p> <ul style="list-style-type: none"> • Security Warnings / urgency (the procedure laid down by ITU / CIS); • Terms of danger (type of accident / incident) • Location of the units involved ; • Condition of the vessels involved (including information on the cargo on board); • News on ship traffic during the state of distress / emergency; • News on ship traffic during the state of emergency / security. <p>Navigational assistance service Communications from the VTS to the vessels are preceded by the word WARNING / ADVICE, always directed to individual units. The purpose of the service is to provide vessel concerned with any information she has requested on the following topics:</p> <ul style="list-style-type: none"> • Suggested course in relation to traffic conditions and the line of separation; • Positions, information related to the navigation of other vessels (when possible and due to the conditions of Security) within the VTS area of responsibility; • Location of signalling related to conditions of danger to navigation; • Retransmission of security alerts / urgency; • Warning sent to specific vessel while approaching the line of separation;

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SERVICES PROVIDED BY THE STRAIT OF MESSINA VTS

Warning sent to specific units in order to prevent danger of collision;

- • Warning sent to specific units in order to indicate the presence of hazards to navigation;
- Warning sent to specific units in order to indicate particular conditions of traffic on the route;

NOTE: For specific unit it is intended a defined naval unit clearly identified;

Please remember that the VTS Center can only suggest you the opportunity to undertake action to avoid the adverse consequences from the actual conducting of navigation. It is up to the Master of the Vessel every and any responsibility concerning manoeuvring after a suggestion or a warning is being broadcasted by VTS. Thus, the responsibility of the conducting of a safe navigation will be up to the Master of the vessel only.

Traffic organization service

The purpose of the service is to regulate the movements of the ship traffic, inbound and transit in the Strait of Messina VTS, in order to prevent possible hazardous conditions related to:

- ♣ excessive presence of naval units in areas of confluence or in areas of precaution;
- ♣ steps of unity in particularly difficult conditions under existing COLREG 72;
- ♣ incidents in the area of jurisdiction or in surrounding areas;
- ♣ compared to DM 08/05/1985 and compulsory pilotage.

Such regulation can be effected through the application of the following:

- ♣ Information (INFORMATION / INFORMATION) or assistance (NOTICE / ADVICE);
- ♣ by the application of waiting periods for units arriving in the VTS;
- ♣ by indicating traffic channels preset, determined by specific regulations (Ordinance);
- ♣ by indicating specific constraints (e.g. approaches to other naval units);

NB: notices of the organization of traffic, apart from those already coded (Information / Legal), must be proceeded by the word EDUCATION / INSTRUCTION.

Messina Strait VTS center (Messina Traffic) does not order courses, speed and manoeuvres.

It is necessary that VTS centre provides all ships with all the type of updated information. For this purpose, messages originated by a VTS may be divided into the following categories:

- **Alert (warning):** warning about possible dangers;
 - **Authorization (clearance):** Authorization to proceed in a particular conduct;
 - **Suggestion (advice):** advice on what to follow;
 - **Question (question):** request for information;
 - **Information (information):** those are the usual generic information provided to the naval units;
 - **intentions (intention):** communication to others on the actions that will be taken.
 - **Instruction (Instruction):** instructions regarding a mandatory conduct;
 - **Request (request):** request for services or actions by the ship;
 - **Answer (answer):** response to a request for information;
- Every single call is intended as "received" only after the called station replies.

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REPORTING

• VTS area of the Strait of Messina has established a reporting system whereas all naval vessels participating in the VTS system which intend to enter the area of jurisdiction must provide the data according to the rules and procedures specified in DM October 2, 2008, Ministerial Decree 08 May 1985 and in the decrees concerning the compulsory pilotage service.

First contact Report

The first contact is done with the call made by the ship for ship reporting. During first contact should be provided to the VTS Center data on the vessel, voyage, and cargo carried on board as better specified below:

- A - **Ship identification (name, call sign, flag, IMO number, MMSI number, GRT).**
- B - **Date and time.**
- C or D - **Position in latitude and longitude ("C") or true bearing and distance in nautical miles from a point of reference clearly identified ("D").**
- E - **True course.**
- F - **Speed.**
- G - **Port of origin and time of departure**
- I - **Port of destination and estimated time of arrival.**
- P - **Cargo and, if present on board dangerous goods, quantity and IMO class**
- T - **Address for the communication of cargo information.**
- U - **type of ship, length overall in draft.**
- W - **Total number of persons on board (passengers and crew)**
- X - **Miscellaneous:**

- ETA through Peloro if coming from North and ETA through Punta S. Rainieri if coming from the south;
- characteristics and estimated quantity of fuel bunker, for vessels carrying more than 5,000 tons;
- navigational status and if there are failures.

If the ship is already identified by the AIS, the above information will be acquired primarily through automatic identification systems (AIS) or through the communications that are made by fax / e-mail.

Missing information will therefore be requested by means of radio.

Message to the pilot station

Vessels subject to compulsory pilotage must, near the pilot station, call the VTS of the Strait of Messina and provide the following information:

- A. NAME / INTERNATIONAL CALL SIGN
- B. TIME
- J. PILOT ON BOARD

This information must be given in any case, when pilot is boarding and landing .

Entry Message into the VTS

The information sent from the ship at the time of first contact must indicate when the vessel enters VTS. The following message indicates that the unit has made entry into the VTS, **from now on services are being provided by VTS.**

- A. NAME / INTERNATIONAL CALL SIGN
- B. ENTRANCE TIME

Messages crossing area VTS / Change Plan route

When the participant unit changes its route or sail plan or still indicates the crossing of the area, transmit to the center the following message:

- A. NAME / FLAG / INTERNATIONAL CALL SIGN
- X. INFORMATION ON THE CHANGE Introduced.

Message of anchorage

Unit that intends to go to the anchor in the VTS area, must be authorized and have to use the designated areas. The VTS will be informed of the anchorage through the following message:

- A. NAME / INTERNATIONAL CALL SIGN
- B. TIME OF THE ANCHORAGE
- C. LOCATION BASED

Messages entering / outgoing ports / harbour

Unit leaving or bounded to a port into the VTS area will transmit the following message of arrival:

- A. NAME / INTERNATIONAL CALL SIGN
- B. G.D.O. CHECK IN / CHECK OUT / from the port or RADA
- I. PORT OF CALL / ETA
- P. CARGO ON BOARD

Message outgoing the VTS area

Upon leaving VTS area, the VTS operator must inform the vessel that she has left the area covered by the VTS system. The ship will provide the following information:

- A. NAME / INTERNATIONAL CALL SIGN
- B. DATE TIME GROUP OF EXIT

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SEPARATION OF TRAFFIC

TRAFFIC SEPARATION SCHEME OF MESSINA STRAIT

In the VTS area under Decree 23 June 2008, n.128, published in the Official Journal n.176 of 29 July 2008 and subsequent corrigendum published in OJ N.267 of 14 November 2008 was established the traffic separation scheme in the Strait of Messina-type rotation, best represented graphically in Annex 2 which came into force on 01 December 2009 and made public by 'IMO with SN. 1/Circ.279 on 12 June 2009.

The predicted traffic separation scheme, identified in detail, the coordinates listed in Annex 1 of that decree, consists of three sectors (NORTH - CENTRO - SUD).

The northern sector, consists of:

1. A precautionary area including No. 1 in a semi-circular and connected with the northern limits of the traffic separation scheme;
2. A zone of separation between the lanes of traffic 300 feet wide;
3. A shipping lane for traffic heading north, established between the separation zone and the zone of the Calabrian coastal traffic (routes indicated 065 ° - 020 °);
4. A shipping lane for traffic to the South, established between the separation zone and the zone of coastal traffic sicula (indicative routes 200 ° - 245 °);

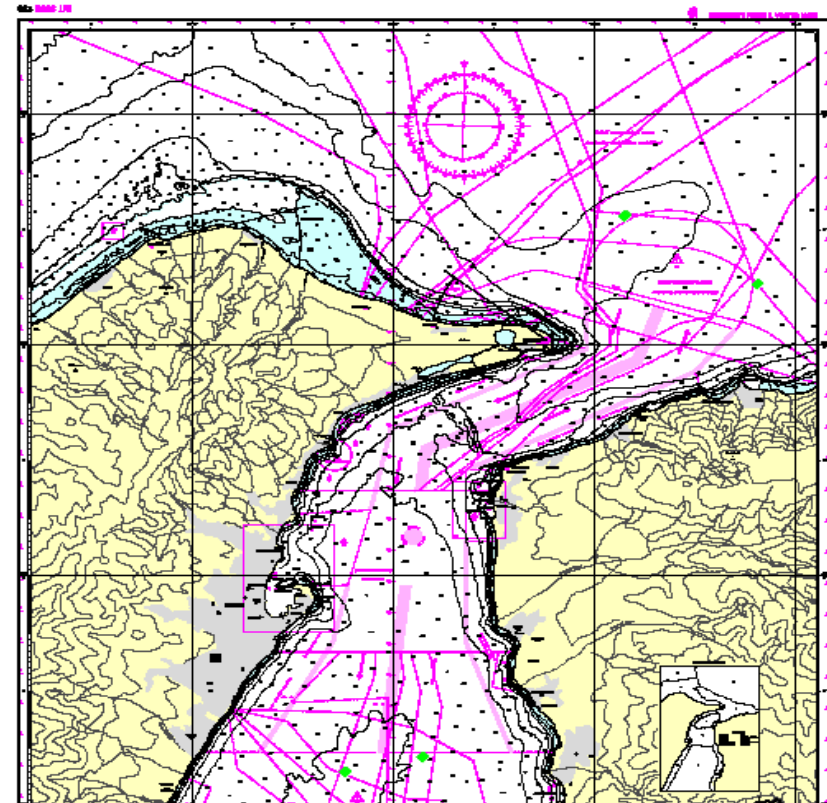
The central sector, consists of:

1. From a precautionary zone No. 2 (located to the west) between the north and south of the traffic separation scheme, between the traffic lane and the Sicilian coast;
2. From a precautionary zone No. 3 (located east) between the north and south of the traffic separation scheme, between the traffic lane and the coast of Calabria;
3. From a roundabout - roundabout - centered at the point of coordinates Lat. 38 ° 12.680 'N Long. 015 ° 36.400 'E with radius 250 500 meters)Ømeters (

The southern sector, consists of:

1. From a zone of separation between the lanes of traffic 300 feet wide;
2. A shipping lane for traffic heading north, established between the separation zone and the zone of the Calabrian coastal traffic (routes indicated 005 °);
3. A shipping lane for traffic headed south, established between the separation zone and the zone of coastal traffic sicula (indicative routes 190 °);
4. A precautionary zone No. 4 positions south of the southern part of the scheme of separation of opposing traffic between the coasts of Sicily and Calabria, bounded by the parallel 38 ° 08.940 'N and 38 ° 06.940' N.

NOT TO BE USED FOR NAVIGATION



SEPARATION OF TRAFFIC

Navigating the traffic lane north to south and vice versa - CROSS EAST / WEST AND VICE VERSA

Within the "traffic lanes" vessels shall keep out of the traffic separation zone, proceed by maintaining direct routes and avoid, where possible, any sudden alteration .

Any derogation from the requirements for adverse weather conditions, may be granted upon request to the VTS Center (Messina traffic).

E 'are prohibited from shipping in the Strait of Messina for the ships carrying petroleum products or other harmful substances to the marine environment as defined in international conventions, with a gross tonnage of 50,000 tons or above.

The units that make surfing the transverse direction east / west and vice versa, must scrupulously observe the counter clockwise direction of travel of the roundabout (Roundabout), located on the point of coordinates 38 ° 12 ' , 680 N 015 ° 36' .400 E, maximum radius of 250 meters. More specifically, the ships bound for the coast of Calabria will have to pass south of the roundabout, while those heading for the Sicilian side must transit to the north of that roundabout. The crossing will be made by routes as much as possible perpendicular to the general direction of the flow of shipping traffic in the longitudinal compliance for Preventing Collisions at Sea (COLREG 1972), as well as maintaining a safe speed to operate in an appropriate and efficient to avoid accidents and danger of collision unless there are emergency and / or safety boat / sailing, having informed the Center VTS (Messina traffic) .

In the presence of particularly adverse weather conditions (strong winds from the northern and southern quadrants), which may cause difficulty in navigation, they can be authorized, notwithstanding, routes, safety, after prior notice to the VTS Center (Messina traffic) .

All units in navigating through the lanes of traffic in the roundabout and in areas of coastal traffic must proceed at a safe speed so as to operate properly and efficiently to avoid accidents and danger of collision unless there are emergency and / or safety boat / shipping information prior to the Center VTS (Messina traffic). During the period between June 1 and September 30 of each year, from dawn to sunset for the safety of navigation in smaller units and recreational fishing and the preservation of bathing on the beaches, the units listed above must maintain a speed of up to 16 (sixteen) Knots .

High-speed H.S.C. and hydrofoils are excluded from these speed limits being required to maintain a safe speed adapted in accordance with Rule 6 of the Regulations for Preventing Collisions at Sea (COLREG 72).

Hydrofoils, from sunset to sunrise, or in conditions of poor visibility when sailing within the area bounded to the north of the parallel Lat. 38 ° 16 'N (Cape Pelorus) and south by the parallel Lat. 38 ° 08 'N (joining town of Harbour Tremestieri (Sicilian coast) and the port of Reggio Calabria (Calabria coast), will sail with hull displacement.

AREAS OF CAUTION

Sailing in the units' zones of precaution, must navigate with particular caution and maintain a "safe speed" as defined by Rule 6 of Colreg '72, always manoeuvring safely and taking appropriate entry and exit routes from the traffic separation scheme (zone precautionary No.1 North - South precauzioneN.4 zone), and entry and exit from the port of Messina, San Francisco and the bay from the port of Villa San Giovanni (precautionary zone No.2 West - precautionary zone No.3 East).

COASTAL ZONE TRAFFIC

Areas of coastal traffic, called "A - B - C - D", between the coast and the outer boundaries of the lanes of traffic, are used in order to address in the same local traffic (including pleasure craft, fishing mechanical propulsion, sailing and / or oars - a length of less than 20 (twenty) meters).

OPERATIONAL REQUIREMENTS

E 'obliged to any unit that sail inside the safe navigation of the Strait of Messina to observe throughout the operational requirements of the following navigation:

1. be assured of continuous listening on VHF Channel 16 (VHF channel 10 for vessels participating in the system);
2. navigation must be made with caution, in particular the power train of the vessel must be maintained in conditions of "ready manoeuvre" (Stand-By);
3. equipment, aids to navigation prescribed by existing international conventions on safety of navigation must be maintained according to the purpose of determining the vessel's position at every point of the Strait of Messina;
4. each vessel must constantly monitor its position and communicate, on request, the Center VTS.

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SECURITY	
<p>5. Each vessel must immediately notify the Authority of Maritime Navigation of the Strait - Strait VTS Center - any damage, accident, loss of cargo on board, which intervenes after the sending of the ratio of first contact. Compliance with the requirements and procedures laid down in articles preceding does not relieve the vessel navigating within the Strait of Messina from complying when the situation requires it, to all the standards set by the 1972 Regulation for Preventing Collisions at Sea (COLREG) and in particular Rule 10, and the rules dictated by 'seafaring experience and good art in order to avoid any risk of accidents or collisions.</p> <p>The VTS is also in this case a vantage point from which to detect, and, with sufficient notice, suspicious behaviour or potentially dangerous. It is therefore necessary that staff have the necessary supplies to deal with case studies of this kind.</p> <p>Every vessel subject to Chapter XI-2 of SOLAS 74, engaged on international voyages, as well as Class A passenger (domestic shipping within 20 miles of the coast) and leisure vessels over 500 gross tonnage, engaged on the hiring, seeking to enter into ports or the ports of Messina and Reggio Calabria, must provide at least 24 hours before arrival or before departure from the previous port of call, if the trip does not exceed 24 hours, the information sheet "Ship pre-arrival security information form .</p> <p>The port facilities in the port of Messina are:</p> <ul style="list-style-type: none"> • Pier Colapesce • Pier 1 September • Pier Vespers • Pier Marconi • Pier Rizzo <p>Nuremberg • Dock</p> <p>The port facility in the port of Reggio Calabria is:</p> <ul style="list-style-type: none"> • Eastern New Quay 	<p>Access to these platforms at the mooring of a ship moving under ISPS code is therefore subjected to special rules of their approved security plans and restricted only to those expressly authorized.</p> <p>The rest of ships for reasons of security, the sense of self. S. P. S. code will be authorized or ordered by the competent A. D. "(within the meaning of Rule 1.1.11 chap. XI - 2 of SOLAS), which in turn will indicate the location or the area where you should put this ship at anchor or stationary.</p>