

ITALY	VTS PALERMO	COMMON PROCEDURES	EDITION N. 001	REVISION DATE 22.01.2007	PAGE N. 001
<p>General rules and regulation</p> <p>LIMIT OF PALERMO VTS AREA</p> <p>The Palermo VTS Area is defined by Decree of Ministry of Transport. The geographic limit of this area, more imagined in the Annex 1, are:</p> <ol style="list-style-type: none"> 1) Lat. 38°07'.7 N – Long. 013°22'.6 E (Racon Palermo) 2) Lat. 38°24'.7 N – Long. 013°22'.6 E 3) Lat. 38°16'.3 N – Long. 013°41'.5 E 4) Lat. 38°07'.6 N – Long. 013°41'.5 E 5) Lat. 38°07'.5 N – Long. 013°30'.7 E (Capo Mongerbino) <p>PRECAUTIONAL AREA</p> <p>In the precautional area must be established the first contact between the ship and the Palermo VTS Centre.</p> <p>The geographic limit of the precautional area are:..</p> <p>Zone of sea adjacent the VTS area and broad 5 NM.</p> <p>CATEGORIES OF THE SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM</p> <ul style="list-style-type: none"> - Passenger ships of all tonnage; - Cargo Ship of 300 gross tonnage and over; - Fish ship of 24 mt length and over; - Pleasure ship of 45 m length and over; <p>the following type of ships are excluded but their participation is optional:</p> <ul style="list-style-type: none"> - war Ship; - cargo ship with tonnage less of 300 gross tonnage; - ship without mechanical propulsion; - ships in Wood of Primitive Construction; - pleasure ship with length less of 45 mt ; - fish ship with length less of 24 mt 	<p>Harbour Services</p> <p>In the Palermo Harbour and Roadstead the pilotage service is mandatory for all ship of 500 gross tonnage and over that enter or exit from Palermo Harbour, within the beam of 1 Nautical Miles from Green Light.</p> <p>The pilotage service is moreover mandatory for all ship of 1000 gross tonnage and over that annoying within the beam of 1 Nautical Miles from ESSO and AGIP Terminal</p> <p>Are excluded: the war ship, the fish ship, the tugs ship, the ship used in local traffic and in harbour jobs, the ship with tonnage less of the limit over described.</p> <p>In compliance with D.M. 02.09.1996 – artiche 4, in only case the master demonstrates the perfect acquaintance of Italian Language, the ships until 2000 gross tonnage, that not require tug, can require by VHF at Pilot Station the attendance radio.</p> <p>The ferry ship until 15000 gross tonnage, in line service, with time and regular frequency, in only case the master demonstrates the perfect acquaintance of Italian Language and not require tug, can require by VHF at Pilot Station the attendance radio limitedly at departure from Palermo Harbour.</p> <p>This possible is valid only if the Master in the last year has carried out at least 10 landings (enter and exit) in Palermo Harbour with Pilot on board.</p> <p>The tug service is optional.</p>	<p>Contacts</p> <p>Radio Contact</p> <p>The VHF-FM channels in use in the VTS Area are:</p> <p>Call channel: CH. 16 (156.800 Mhz)</p> <p>First Work channel: CH. 11 (156.550 Mhz)</p> <p>Secondary Work channel: CH. 14 (156.700 Mhz)</p> <p>Work channel with harbour services (Pilot, Tugs, Moorings, Boats): CH. 12 (156.600 Mhz)</p> <p>The Palermo VTS keep listen VHF watch H.24 on channels 16 e 11.</p> <p>The international name of call is "Palermo VTS".</p> <p>Other contacts</p> <p>The Palermo VTS can be contact also H24 by:</p> <p>Phone VTS Room: +39-091/6043202</p> <p>+39 091/6043203</p> <p>Phone Operation Room: +39 091/6043110</p> <p>Phone Emergency: +39 091/331538</p> <p>Fax: +39 091/325519</p> <p>E-mail 1: palermo@quadiacostiera.it</p> <p>E-mail 2: capalermo@infrastrutturereport.it</p> <p>Address: Capitaneria di Porto - Palermo Via Francesco Crispi n. 153 90133 PALERMO - ITALIA</p>	<p>Mandatory Reports</p> <p><u>MANDATORY REPORTING FOR VESSELS IN TRANSIT</u></p> <p>Vessels that transit in Palermo VTS Area must contact Palermo VTS before their entering the Palermo VTS Area.</p> <p>The above mentioned vessels must also contact Palermo VTS as soon as they leave Palermo VTS Area.</p> <p>At the first contact with Palermo VTS the transit vessels must provide information required by the CLASS A report format FOR TRANSIT SHIPS, attached in the Annex 3. When they leave Palermo VTS Area, they must provide information required by CLASS B report format FOR TRANSIT SHIP, attached in the Annex 3.</p> <p><u>MANDATORY REPORTING FOR VESSELS APPROACHING AND LEAVING PALERMO HARBOUR/PORT</u></p> <p>VESSELS CALLING AT PALERMO PORT:</p> <ul style="list-style-type: none"> - First report: to be made at the border of the VTS area (CLASS A report format to be filled in, attached in the Annex 4) - Second report: to be made 1h in advance of entering the cone area (entering traffic lane). - Third report: to be made at the border of the entering traffic lane. - Fourth report: to be made at the pilot boarding point. Both vessels requiring pilot assistance and vessels exempted from such assistance are obliged to report. - Fifth report: at the berth, for vessels to be anchored, at anchoring (CLASS D report format to be filled in, attached in the Annex 4). <p>VESSELS LEAVING THE PORT</p> <ul style="list-style-type: none"> - First report: to be made 1h in advance the estimated departure (CLASS E report format to be filled in, attached in the Annex 4). - Second report: to be made on departure to obtain permission from the VTS Centre to depart not more than five minutes before casting off from the quay or leaving the anchorage. - Third report: to be made at the access border of the outgoing traffic lane. - Fourth report: to be made at the outgoing border of the outgoing traffic lane. - Fifth report: to be made when leaving the VTS area (CLASS F report format to be filled in, attached in the Annex 4). <p>In case the information by voice required by the above mentioned report formats are considered confidential in accordance with the ship security plan of the vessels approaching/leaving Palermo Harbour, the report formats may be transmitted to VTS Palermo by other non-verbal means as fax/email (fax +39091325519; email: palermo@quadiacostiera.it)</p>		

Prohibited zones	VTS Services	Prefixes course
<p>PROHIBITED ZONES</p> <p>In Palermo VTS Area the prohibited zones to navigation, transit, fish and anchorage are:</p> <p>1) Decree N. 18/03 in date 31.03.2003 of Palermo Harbour Master: Terminal ESSO, with following geographical limit:</p> <p>A) Lat. 38°05'47"N – Long. 013°25'57"E B) Lat. 38°06'16"N – Long. 013°26'15"E C) Lat. 38°06'09"N – Long. 013°26'34"E E) Lat. 38°05'42"N – Long. 013°26'16"E</p> <p>Are excluded:</p> <ul style="list-style-type: none"> - Tanker ships that operating in the Terminal ESSO; - all ship of ESSO Company assigns to controls and maintenance terminal; - all ships that are necessary for moore operations in the terminal and other services connect to the tanker ship. <p>2) Decree N. 03/83 in date 22.02.1983 of Palermo Harbour Master: Terminal AGIP, with following geographical limit</p> <p>A) Lat. 38°05'55"N – Long. 013°24'18"E B) Lat. 38°05'35"N – Long. 013°24'36"E C) Lat. 38°06'28"N – Long. 013°25'02"E E) Lat. 38°05'48"N – Long. 013°24'44"E</p> <p>Are excluded:</p> <ul style="list-style-type: none"> - Tanker ships that operates in the Terminal AGIP, - all ship of AGIP Company assigns to controls and maintenance terminal; - all ships that are necessary for moore operations in the terminal and other services connect to the tanker ship; 	<p>The services offered by Palermo VTS are:</p> <ul style="list-style-type: none"> - information service; - aids to navigation service; - organization of naval traffic service <p>INFORMATION SERVICE</p> <p>Palermo VTS provides at one or more ship some information for safety of navigation. In particular the following information are provides of initiative by Palermo VTS:</p> <p>Information provides to all ships in Palermo VTS Area:</p> <ul style="list-style-type: none"> - Naval traffic situation in the area; - possible presence of fish ship; - possible presence of unknown ship that are excluded to participate at the system VTS,; - possible Gale Warning or Bad Weather Warning; - possible seabunker operation by airplane engines in fire operation; - possible sport activity or religion activity; - possible presence of ship with limited manoeuvring, convoys, towings, construction ship for tests in sea; - possible S.A.R. operations or Pollution Operations; - possible adrift objects; <p>Information provides to ship that arrival or departure from Palermo Harbour:</p> <ul style="list-style-type: none"> - Local weather condition in Palermo Harbour, evidencing possible meaningful tendencies; - possible presence of ship at anchor or in the Terminals; - possible damages at marine signalings; <p>AIDS TO NAVIGATION SERVICE</p> <p>The aid to navigation service is provide by request of the ship; This service is also provide in case ship with limited manoeuvring or ship with damages at government organs and in all circumstances that shapes an imminent danger for the safety of navigation and for the safety of life at sea or for marine ambient protection. With this service the Palermo VTS participates at the ship decisional process; in particular Palermo VTS provides cognitive elements for the navigation which course and speed, position and identity of ship surrounding.</p> <p>ORGANIZATION OF NAVAL TRAFFIC SERVICE</p> <p>The purpose of organization of naval traffic service is prevents danger situations and guarantee a safety naval traffic in the Palermo VTS Area.</p> <p>In the Palermo VTS Area the organization of naval traffic service defines the preventive planning of the ship movements; this service is carried out in particular elevated situation traffic or in presence of ships with dangerous good on board.</p>	<p>In compliance of Decree n. 78/97 – article 9 of Palermo Harbour Master, the tanker ship with inflammable or explosive good on board that are directed at oil terminal ESSO and AGIP or the empty tanker ship in the status of "Not Gas Free" must keep the following prefixed course:</p> <p><i>coming ships from West/North Sector:</i> keep a course of 180° , proceeding in the longitude meridian 013°24', with absolute prohibition to transit in zone of the sea between this meridian and the near coast.</p> <p><i>Ship in departure from Roadstead to West/North sector:</i> keep course 360° proceeding in the longitude meridian 013°24'.</p> <p style="text-align: center;">SECURITY</p> <p>In the Palermo VTS Are are characterized the following Terminal that are subject at <u>ISPS Code</u> and relative Level Security:</p> <p>1) for the international traffic ship are approved the followings <i>Port Facility Security Plans</i>:</p> <ul style="list-style-type: none"> - Molo Plave Nord (for charge and discharge grain operation) - IMO Port Facility Number – ITPMO-001 - Molo Vittorio Veneto Stazione Marittima (for passenger ship) - IMO Port Facility Number: ITPMO-002 <p>2) for the national traffic ship (classe A) is approved one <i>Port Facility Security Plan</i> comprehensive of following docks: Molo S. Lucia; Molo Plave; Molo Vittorio Veneto</p>

Anchorage Points	TRAFFIC SEPARATION SCHEME	marine signalings
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In compliance of Decree n. 06/07 in date 22.01.2007 of Palermo Harbour Master, in Palermo VTS Area are defined the following anchorage points:

- Point 1) Lat. 38°06'.76N - Long. 013°24'.03E, with beam of 250 mt for ship with length about 100 mt;
- Point 1/R) Lat. 38°06'.415N - Long. 013°28'.633E, in this point can anchor also little tonnage tanker ship with dangerous good on board;
- Point 2) Lat. 38°06'.98N - Long. 013°24'.48E, with beam of 400 mt for ship with length about 200 mt;
- Point 2/R) Lat. 38°06'.38N - Long. 013°28'.00'E with beam of 400 mt for ship with length about 200 mt;;
- Point 3) Lat. 38°09'.36N - Long. 013°23'.42E, with beam of 550 Metri for ship with length about 300 mt;
- Point 4) Lat. 38° 08'.62 N - Long. 013° 23'.30 E., with beam of 550 mt for ship with length about 300 mt;
- Point 5) Lat. 38°07'.05N - Long. 013°26'.22E, with beam 500 Metri for tanker ship with oil good on board and directed to oil terminal ESSO and AGIP;
- Point 6) Lat. 38°06'.98N - Long. 013°28'.64 E, with beam of 500 M for little tonnage tanker ship with dangerous good on board. This ship can also anchor in point 1/R

A graphical extract of anchorage points is reported in the Annex 2.

The ship at anchor must keep a watch H.24, answer at request of its position, and, if required, communicates its position at prefixed time. This ship must also active, if possible, the Anchor Warning GPS and ECDIS;

- In case of bad weather or gale warning Palermo VTS will supply:
- to inform all ships of worsening of weather condition;
 - to order at the ships in anchor point to assure radio listening continuous on VHF-FM channel 11 and 14;
 - to fixed a **Check Radio every 2 hours** ;
 - to require at the ship in anchor point to leaving the anchor position if necessary;
 - to provide all necessary assistance at eventual ships in difficult status;

In the VTS area, a traffic separation scheme has been established in accordance with Palermo Harbour Master Office Ordinance n. 06/2007 of the 22nd of January 2007 (downloadable by www.palermo.guardiacostiera.it) (see chart in annex 2) for vessels approaching and leaving Palermo Harbour/port. Article 3 of the above mentioned Ordinance relating "mandatory rules for vessels participating in the traffic separation scheme. - general rules for alla vessels approaching and leaving the harbour/port".

All passenger ships, cargo ships of 300 gross tonnage and upwards, fishing vessels of length over all of over 24 meters, pleasure ships of length over all of over 45 meters, all vessels carrying on board, as cargo, dangerous or polluting goods in bulk or in packages ("dangerous goods" means goods classified in the IMDG Code, in the Charter 17 of the IBC Code and in Charter 19 of the IGC Code; "polluting goods" means oil as defined in MARPOL Annex I, NLS as defined in MARPOL Annex II, harmful substances as defined in MARPOL Annex III.), with the only exemption of the tankers approaching the ENI and ESSO oil platform(s?), approaching the port notwithstanding the approaching route, are requested to participate in the traffic separation scheme. They are requested to assume recommended true course 205°, in accordance with COLREG Regulation 10, maximum speed allowed not more than 15 knots 15, distance to be kept not less than 0,8 NM, and even more to discretion of the Captains of the ships in relation to bad weather conditions, from others approaching ships ahead, and entering the "precaution area" where it is allowed a speed not more than 10 knots.

In the "precaution area", the unites of which draws they are had to maneuver with the maximum prudence and to assume a "safety speed", as defined in the Rule 6 of the Colreg '72, not more than 10 knots and they are able, always maneuvering in safety, to gradually approach assuming fit and functional routs to the entry and the exit from the merchant or industrial port.

Besides, this ships, to the entry of the port basin, individualized to the left by the beam of the green light in entrance they have to proceed with the maximum prudence and to assume a "speed of manoeuvre" not more than 6 knots. The commanders of the ships in matter are able, you appraise the meteorological conditions or in every other situation in which they recognize of it it requires her, to assume a greater speed, however not more o 10 knots, in the inclusive line among the green light in entrance and the red light in entrance.

Analogous limitations of speed are worth for the ships of which above in gone out of the port inside the area of precaution, old which is allowed, in exit, to assume a not more speed than 20 knots and recommended true course 053° up to the external limit of the scheme of separation of the traffic and that of cruise over says limit. Inside the "passages of traffic" the ships must to keep distanced from the zone of separation of the traffic, maintaining direct course and to avoid as far as possible, sudden changes of the same.

In the port basin, in the precaution area and in the scheme of separation of the traffic, the ships, both in entrance and in exit, they must to maintain the opportune safety distances among them and to avoid interseptions of course.

The cinematic elements, storms, meteorological data and data of manoeuvre of crossing of the scheme of separation of the traffic in the transversal sense, they will have to be recorded from the ship on the books of edge and statements, edited by the pilot, to the operational room of the Center VTS in Palermo to the beginning and at the end of the aforesaid manoeuvre.

They are excluded by the limitations of speed the hydroplanes (as defined by the DPR 435/91), the same must to transit inside the passages of traffic of entrance and exit however, also in the precaution area they can maintain the cruising speed up to 100 meters from the upcoming green light and from 100 meters from the green light in departure. Over this limit they must to respect the limitations for the other ships. The aforesaid hydroplanes, exclusively in presence of bad meteorologic condition that the navigation can make difficult in the circle of the scheme of separation established, can be authorized in it derogates to sail out scheme previous application of authorization to the Center VTS Palermo, that will appraise felt the local Guild of the Pilots of the Palermo Harbour.

Eventual exceptions can agree at the ship of the present article, keeping in mind, particularly, if they develop character services local or pleasure service. This last ones they will have to introduce motivated communication to the Technical Section for the obtainment of the relative nothing it hinders that could have lasted semestral or annual.

The ships that transit in the scheme of separation of the traffic must keep listening radio by VHF CH 16/11. Besides, inside the traffic separation scheme and inside the precaution area it is forbidden the anchorage, the standsstill, the fishing and every other underwater activity and of surface that interferences with the navigation (article 4 ordinance n. 06/07)

In the Palermo VTS Area are activated the following marine signalings:

- BEACONS:**
- Palermo Harbour— outer dam— elbow:
- Number of directory beacons: 3208 – Position Lat. 38°07'.7N – Long. 013°22'.6E
- height on the sea level 15 mti – luminous capacity 15 Nautical Miles

HARBOUR LIGHTS

- Palermo Harbour
- Green light: Number of directory beacons 3214 position: on extension of outer dam
- Red light: Number of directory beacons 3220
- Position: Molo C.T. Bersagliere

- industrial port
- Green light: Number of directory beacons 3207
- Position: protection dam

- Little port of Acquasanta – Marina di Villa Igiea
- Red light: Number of directory beacons 3206
- Position: Molo Sottoflutto
- Green light: Number of directory beacons 3206.2
- Position: Molo Sopraflutto

ALLEGATO 1 – SCHEMA DI SEPARAZIONE DEL TRAFFICO E PUNTI DI FONDA

