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SAFETY OF NAVIGATION

Navigation in the Strait of Messina

Statement by the Government of Italy

Attached hereto is an unofficial translation of the text of a Decree of 8 May 1985 concerning provisions relating to maritime traffic in the Strait of Messina.

DECREE DATED 8 MAY 1985, PUBLISHED IN THE
OFFICIAL GAZETTE NO. 110 ON 11 MAY 1985Article 1

All merchant ships in transit in the Strait of Messina in a north-south direction and vice versa, must proceed to the right of a line connecting the following geographical points:

A - 38° 16'.5 N 15° 43'.5 E

B - 38° 14'.0 N 15° 36'.6 E

C - 38° 10'.8 N 15° 36'.0 E

Article 2

It is compulsory for merchant ships wishing to transit in the Strait of Messina to communicate such intention according to the following procedure:

- (1) merchant ships subject to pilotage must communicate to the maritime authorities of Reggio Calabria, at least twelve hours in advance, the following information:
 - name of ship
 - nationality
 - international name
 - gross tonnage
 - presence on board of hydrocarbons or other toxic substances (quantity and type)
 - time of expected arrival at Capo Peloro, for ships approaching from the north, and at Punta San Raineri, for ships approaching from the south
 - one hour in advance confirmation of time of arrival directly to Pilots Station of the Strait by radiotelephone, calling on channel 16 VHF/FM and switching to a working frequency
- (2) merchant ships not subject to pilotage must communicate the data as per item (1), at least two hours in advance directly to the maritime authorities of Messina and Reggio Calabria by way of coastal radio stations, or radiotelephone, calling on channel 16 VHF/FM and switching to a working frequency.

Article 3

All merchant ships sailing in the Strait of Messina are obliged to comply with the following operational regulations:

- (1) obligation of continuous listening on VHF, channel 16
- (2) navigation to be carried out with extreme caution, engine to be kept on "stand-by"
- (3) navigational auxiliary equipment provided for by current safety conventions must be kept in working order so that the position of the ship can be ascertained throughout the transit of the Strait
- (4) every ship must constantly monitor her position and communicate it to the maritime authorities, if so requested.

Article 4

Compliance with the provisions and procedures as per preceding articles does not exempt any ship navigating within the Strait of Messina from complying, should the need arise, with the provisions laid down by the International Regulations for Preventing Collisions at Sea, 1972, as well as with norms dictated by experience and sound knowledge of navigation in order to avoid the danger of collision.

Article 5

The Maritime Directors of Catania and Reggio Calabria will adopt the necessary measures to implement the obligatory pilotage in relation to:

- merchant ships in transit of 15,000 tons gross tonnage or more
- merchant ships in transit of 6,000 tons gross tonnage or more carrying oil-based products or other substances harmful to the marine environment, as laid down by current international conventions ratified and implemented by Italy.

Article 6

Navigation in the Strait of Messina remains forbidden to ships carrying oil-based products or other substances harmful to the marine environment, as laid down by current international conventions ratified and implemented by Italy, in accordance with the decree dated 27 March 1985, published in the Official Gazette No. 76 dated 29 March 1985, restricted to ships of gross tonnage equivalent to or over 50,000 tons.

The implementation of the present decree will be carried out by the Maritime Authorities competent in the territory.

The provisions laid down by the present decree will come into force on 18 May 1985.
