

ITALY	PALERMO VTS	AREA PROCEDURES	EDITION N. 004	REVISION DATE 01.02.2010	PAGE N. 001
<p align="center">General rules and regulation</p> <p>LIMITS OF PALERMO VTS AREA</p> <p>The Palermo VTS Area is defined by Decree 02.10.2008 of the Ministry of Infrastructure and Transport. The geographical limits of this area, better showed 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>The datum established is WGS84.</p> <p>PRECAUTIONARY AREA</p> <p>The first contact between the ship and the Palermo VTS Centre must be established in the precautionary area.</p> <p>The geographical limits of the precautionary area are established by a sea area adjacent to the VTS area with a radius of 5 NM.</p> <p>CATEGORIES OF SHIPS REQUIRED TO PARTECIPATE IN THE SYSTEM :</p> <ul style="list-style-type: none"> - Passenger ships of all tonnage; - Cargo Ships of 300 G.T. and over; - Fishing ships of 24 m and more in length; - Pleasure ships of 45 m and more in length; <p>The following type of ships are excluded but their participation is optional:</p> <ul style="list-style-type: none"> - warships; - cargo ships of less than 300 G.T.; - ships without mechanical propulsion; - ships in wood of primitive construction; - pleasure-ships of less than 45 m in length; - fishing vessels of less than 24 m in length. 	<p align="center">Harbour Services</p> <p>In the Port of Palermo and in the Roadstead the pilotage service is compulsory for all ships of 500 G.T. and over, when entering or leaving the Port of Palermo, within the beam of 1 NM from the green light.</p> <p>The pilotage service is moreover compulsory for all ships over 1000 G.T. operating within the beam of 1 NM from ESSO and AGIP Terminals.</p> <p>The naval units exempted are: warships, fishing vessels, tugs, ships used in local traffic and in port services, and vessels of less and up to the above described G.T.</p> <p>In compliance with D.M. 02.09.1996 – article 4, ships up to 2000 G.T., without tug service, may require radio assistance by VHF to the Pilot station, only if the master demonstrates to have a good knowledge of the Italian language.</p> <p>Ferries up to 15000 G.T., in regular service, with scheduled time and regular frequency, may require radio assistance by VHF-FM to the Pilot station only at departure. This is possible as long as they are not using the tug, and if the master demonstrates to have a good knowledge of the Italian language and that he has carried out at least 10 landings during the last year (Arrival and Departure) in the Port of Palermo with Pilot on board.</p> <p>The tug service is optional and shall be requested directly by the ship or the ship agent to the Society that carries out the service in the Port.</p>	<p align="center">Contacts</p> <p>Radio Contacts</p> <p>The VHF-FM channels in use in the VTS Area are:</p> <p>Calling frequency: CH. 16 (156.800 MHz)</p> <p>Primary Working channel: CH. 11 (156.550 MHz)</p> <p>Secondary Working channel: CH. 14 (156.700 MHz)</p> <p>Working channel for harbour services (Pilots, Tugs, Line handlers, Boatmen): CH. 12 (156.600 MHz)</p> <p>The Palermo VTS keeps a 24hours continuous VHF watch on channels 16 and 11.</p> <p>The international call sign is "Palermo VTS".</p> <p>Other contacts</p> <p>The Palermo VTS can be contacted 24hours a day also at the following telephone numbers:</p> <p>VTS Room: +39-091/6043202 +39 091/6043203</p> <p>Control Room: +39 091/6043110</p> <p>Emergency: +39 091/331538</p> <p>Fax: +39 091/325519</p> <p>E-mail 1: palermo@guardiacostiera.it</p> <p>E-mail 2: cppalermo@mit.gov.it</p> <p>Address: Capitaneria di Porto - Palermo Via Francesco Crispi n. 153 90133 PALERMO - ITALIA</p>	<p align="center">Mandatory Reports</p> <p><u>MANDATORY REPORTING FOR VESSELS IN TRANSIT (article 3 Decree 04/10)</u></p> <p>Transiting vessels shall contact Palermo VTS prior to entering the VTS Area, into the precautionary area..</p> <p>The above mentioned vessels shall also contact Palermo VTS when leaving the area covered by the system.</p> <p>At the first contact with Palermo VTS centre, vessels navigating within the zone shall provide information required by CLASS A report format FOR SHIPS IN TRANSIT, attached as Annex 3.</p> <p>Vessels leaving Palermo VTS Area shall provide information required by CLASS B report format FOR SHIPS IN TRANSIT, also attached as Annex 3.</p> <p><u>MANDATORY REPORTING FOR VESSELS ENTERING AND LEAVING THE PORT OF PALERMO</u></p> <p><u>VESSELS ENTERING VTS AREA: (article 4 Decree 04/10)</u></p> <ul style="list-style-type: none"> - 1° report: to be made prior to entering the VTS area, into the precautionary area (CLASS A report format, Annex 4). - 2° report: to be made at the pilot boarding point. Both vessels requiring pilot assistance and vessels exempted from pilotage are obliged to report. - 3° report: to be made at the berth, (CLASS D report format, Annex 4), while vessels going to an anchorage, shall report when anchored (CLASS C report format, Annex 4). <p><u>VESSELS LEAVING VTS AREA: (article 5 Decree 04/10)</u></p> <ul style="list-style-type: none"> - First report: to be made 1h in advance the estimated time of departure - Second report: to be made on departure to obtain permission to proceed from the VTS Centre, not more than five minutes before casting off from the quay or leaving the anchorage. - Third report: to be made at the exit of the outgoing traffic lane (CLASS E report format, Annex 4). - fourth report: to be made when leaving VTS area (CLASS F report format, Annex 4). <p>If the information required by voice from the above mentioned report formats are considered confidential in accordance with the ship security plan of the vessel entering/leaving the Port of Palermo, the report formats may be transmitted to VTS Palermo by other non-verbal means as fax/email (fax +39091325519; email: palermo@guardiacostiera.it).</p>		

Prohibited zones

PROHIBITED ZONES

In the Palermo VTS Area the prohibited zones to navigation, transit, fishing and anchorage are:

1) With Decree N. 18/03 dated 31.03.2003, Palermo Harbour Master has prohibited the transit, fishing, navigation and anchorage in the ESSO Terminal, bounded by a line connecting the following geographical positions:

- 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

Vessels excluded:

- Tanker ships operating within the ESSO Terminal;
- all ships of ESSO Company assigned to the control and maintenance of the terminal;
- all ships engaged in mooring operations in the terminal and in other services connected to commercial operations.

2) With Decree N. 03/83 dated 22.02.1983, Palermo Harbour Master has prohibited the transit, fishing, navigation, ground pumping and anchorage in the AGIP Terminal, bounded by a line connecting the following geographical positions :

- 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

Vessels excluded:

- Tanker ships operating within the AGIP Terminal;
- all ships of AGIP Company assigned to the control and maintenance of the terminal;
- all ships engaged in mooring operations in the terminal and in other services connected to commercial operations;

Services Offered

The Palermo VTS provides :
 - Traffic information Service.
 - Navigational Assistance Service.
 - Traffic Organization Service.

TRAFFIC INFORMATION SERVICE

The Palermo VTS provides one or more ships with some useful information as far as Safety of the Navigation is concerned. The following categories of information are provided :

Information provided to **all vessels** in the Palermo VTS Area:

- Naval Traffic Situation in the area ;
- possible presence of fishing vessels;
- possible presence of unknown vessels that are excluded to participate in the VTS system ;
- possible warnings of gales and storms/weather bulletins;
- possible sea bunker operations by airplanes engaged in fire- fighting operations within the VTS area;
- possible sport or religious activities within the VTS area ;
- possible presence of vessels restricted in their ability to manoeuvre, Convoys, Tugs, Ships coming out from the Shipyards for sea trials inside the VTS area;
- possible S.A.R. operations or presence of environmental pollution in the VTS area;
- possible drifting objects dangerous for the Safety of the Navigation.

Additional information provided to **vessels entering or leaving** the Port of Palermo :

- local weather conditions in the Port of Palermo , showing any meaningful tendencies;
- possible presence of vessels at anchor or at the Oil Terminals;
- any eventual damage to the Navigational Aids in the VTS area.

NAVIGATIONAL ASSISTANCE SERVICE

The Navigational Assistance Service is provided on request of the ship. This service is also provided in case of any damage/deficiency that can restrict a vessel in her ability to manoeuvre and in all other circumstances that represent an imminent danger for the Safety of Navigation, for the Safety of Life at Sea or for the Protection of the Marine Environment. With this service the Palermo VTS contributes to the ship decisional process, providing cognitive elements useful for the navigation like: true Course and Speed, Position, intentions and identity of Vessels navigating in the area.

TRAFFIC ORGANIZATION SERVICE

The purpose of the Traffic Organization Service is to prevent dangerous situations and assure the safety and efficiency of vessel traffic within the Palermo VTS Area.

In the Palermo VTS Area the Traffic Organization Service defines the preventive planning of the ship movements; the service is carried out in particular situation of heavy traffic or in presence of ships with dangerous goods on board which could interfere with other vessels navigating in the area.

Recommended Routes

In compliance with Decree n. 78/97 – article 9 of Palermo Harbour Master, **Tanker ships** with inflammable or explosive goods on board operating at ESSO and AGIP terminals, or **Empty Tanker ships** which are "**Not Gas Free**" shall keep the following prefixed routes:

Vessels approaching from Western and North Sectors: shall keep a true course of 180°, proceeding along the Prime Meridian 013°24', with absolute prohibition of navigation on any part of the waters within the zone between this meridian and the near coast.

Vessels leaving from the Roadstead to Western or North sectors: shall proceed with a true course of 360° along the Prime Meridian 013°24';

SECURITY

In the Palermo VTS Area the following Terminals are subject to ISPS Code and to the related Security Level:

1) For vessels engaged on international voyages, the following *Port Facility Security Plans* are approved :

- Molo Piave Nord (for loading and unloading grain operations from bulk cargo ships) - IMO Port Facility Number – ITPMO-001.

- Molo Vittorio Veneto Stazione Marittima (for passenger ships) - IMO Port Facility Number ITPMO-002.

2) For vessels engaged on domestic voyages (class A), a *Port Facility Security Plan* has been approved including the following docks:
 Molo S. Lucia; Molo Piave; Molo Vittorio Veneto.

Anchorage Areas

In compliance with Decree n. 04/10 dated 15.01.2010 of Palermo Harbour Master, in the Palermo VTS Area the following anchorage areas are established:

Point 1) Lat. 38°06'.76 N - Long. 013°24'.03 E, with a beam of 250 meters for vessels of less than 100 meters in length;

Point 1/R) Lat. 38°06'.415 N - Long. 013°28'.633 E; in this point also tanker ships of small size carrying dangerous goods on board can anchor;

Point 2) Lat. 38°06'.98 N - Long. 013°24'.48 E, with a beam of 400 meters for ships up to 200 meters in length;

Point 2/R) Lat. 38°06'.38 N - Long. 013°28'00" E with a beam of 400 meters for ships up to 200 meters in length;;

Point 3) Lat. 38°09'.36 N - Long. 013°23'.42 E, with a beam of 550 metres for ships up to 300 meters in length;

Point 4) Lat. 38° 08'.62 N - Long. 013° 23'.30 E., with a beam of 550 meters for ships up to 300 meters in length;

Point 5) Lat. 38°07'.05 N - Long. 013°26'.22 E, with a beam 500 meters for tanker ships carrying oil goods on board and approaching ESSO and AGIP terminals;

Point 6) Lat. 38°06'.98 N - Long. 013°28'.64 E, with a beam of 500 meters for tanker ships carrying dangerous goods on board. Tanker ships of small size can also anchor in point 1/R.

A graphic extract of the anchorage points is attached as Annex 2.

Vessels at anchor shall keep a continuous 24hours VHF watch, communicate their position on request, and, if required, communicate their position at regular intervals. They shall also activate, if possible, the Anchor Warning GPS and ECDIS;

In case of adverse weather conditions, and especially in case of gale warnings the Palermo VTS will :

- inform all vessels at anchor of the worsening of weather conditions;
- order to all vessels at anchor to keep a continuous VHF-FM watch on channels 11 and 14;
- fix a **Radio Check every 2 hours** ;
- ask vessels at anchor to leave their position if necessary;
- provide all necessary assistance to any vessel in dangerous situation.

TRAFFIC SEPARATION SCHEME

In the VTS area a traffic separation scheme has been established in accordance with Decree n. 04/10 dated 15.01.2010 (it is possible to download the full Decree at www.guardiacostiera.it) for vessels entering and leaving the Port of Palermo. Article 3 of the above mentioned Decree deals with the "Mandatory rules for vessels participating in the Traffic Separation Scheme – General rules for all vessels entering and leaving the port".

Article 3**(Mandatory rules for vessels using the traffic separation scheme – General rules for all vessels entering and leaving the port)**

All passenger ships, cargo ships of 300 gross tonnage and over, fishing vessels of 24 metres or more in length and pleasure ships of 45 metres or more in length, including all ships carrying dangerous goods, with the only exemption of oil tankers approaching the ENI and ESSO oil terminals, whatever route they are approaching, shall cross "the sector of entrance" and assume a recommended true course of 205°. The above mentioned vessels shall comply with Rule 10 of the COLREG, where maximum speed allowed is not more than 15 knots and shall keep a distance of not less than 0.8 NM from other approaching ships ahead, and even more to the discretion of masters of ships with particular adverse weather conditions. They shall enter the "precautionary area" where allowed speed is not more than 10 knots.

In the "precautionary zone" every vessel shall manoeuvre with the maximum prudence and proceed at a "safe speed", as defined by Rule 6 of the COLREG 72', not superior to 10 knots. She shall also, always manoeuvring in safe speed, gradually approach and hold appropriate and functional courses when en route to or from the industrial or merchant port.

Furthermore, the above mentioned vessels, at the entrance of the port basin, located athwart the green light in entrance on port side, shall proceed with the most prudence and keep a "speed of manoeuvre" not superior to 6 knots. Masters shall, after having evaluated weather conditions or any other prevailing circumstances, precede at a superior speed, anyway not more than 10 knots, in the line between the green light and the red light in entrance.

Analogous speed and distance limits are worth for the aforesaid vessels leaving the port from the precautionary zone, out of that, they are allowed to proceed at a speed not superior to 20 knots, with a recommended true course of 053° up to the outer limit of the traffic separation scheme, and a cruising speed out of that limit.

Inside "traffic lanes" vessels shall keep out of the traffic separation zone and proceed keeping direct courses, and avoid, as far as possible, any sudden alteration.

In the port basin, in the precautionary area and in the traffic separation scheme, every vessel when en route to or from a port, shall maintain the necessary safe distances and avoid crossing of routes.

Cinematic elements, the sea state, the weather and transversal crossing manoeuvre in the traffic separation scheme, shall be recorded by the vessel in the log book and communicated by the pilot to Palermo Port State Control VTS Centre at the beginning and at the end of the aforesaid manoeuvre.

High-speed crafts are exempted from complying with the speed limit (as according to DPR 435/91), however they shall join entrance or exit lanes. Also in the precautionary zone they shall keep cruise speed up to **0,2 NM** from the green light in entrance and up to **0,2 NM** from the green light in exit. Over that limit, they shall respect restrictions placed for other ships. Into the enter and exit traffic lane, the high-speed craft can overtake other ship only on them starboard side within minimum distance of CPA about 0.3 NM. The aforesaid high-speed crafts, only in case of adverse weather conditions that can cause problems to navigation inside the traffic separation scheme, will be authorized making an exception to the regulations to navigate out of the scheme after request of authorization to the Palermo port State Control VTS centre. This last will decide after having asked the local Pilot Service's advice.

Possible exceptions will be made also for passenger and cargo ships, in compliance with the present article, considering, in particular, if they carry out a local, tourist or recreational service. They will have to make a justified request to the Technical Office from Palermo Harbour-Office to obtain the relative half-yearly or yearly authorization.

All vessels using Traffic Separation Scheme are requested to keep a continuous VHF watch on channel 16/11.

Besides, inside the traffic separation scheme and the precautionary area, it is prohibited to anchor, transit, fish or practice any other underwater or surface activity causing problems to navigation.

Navigational Aids

In the Palermo VTS Area the following navigational aids are established:

Lighthouse:

Palermo Harbour– On the extension of the breakwater :

I.N. 3208 – Location: Lat. 38°07'.7N – Long. 013°22'.6E

Height above the sea level: 15 meters – Luminous Range: 15NM

HARBOUR LIGHTS

The Port of Palermo

Green light: I.N. 3214

Location : on the extension of the breakwater

Red light: I.N. 3220

Location: Molo C.T. Bersagliere

Industrial port

Green light: I.N. 3207

Location: protection of the breakwater

Little harbour of Acquasanta – Marina di Villa Igea

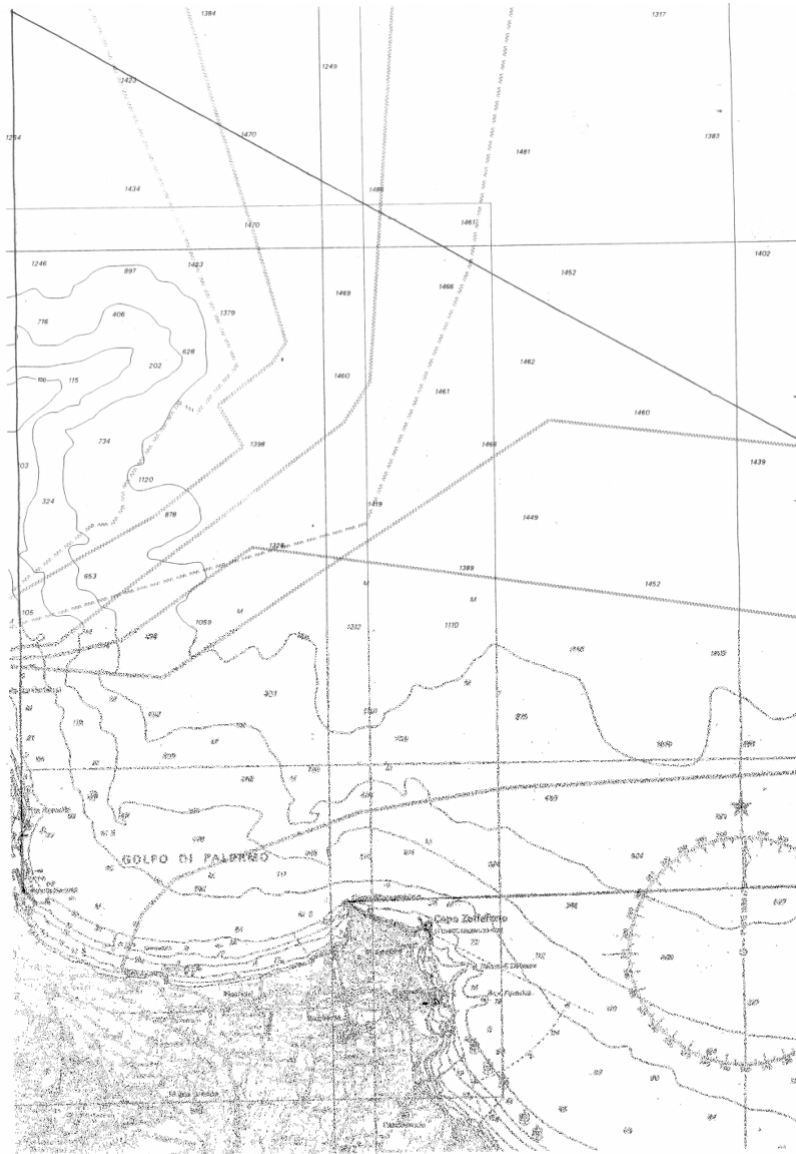
Red light: I.N. 3206

Location: Molo Sottoflutto

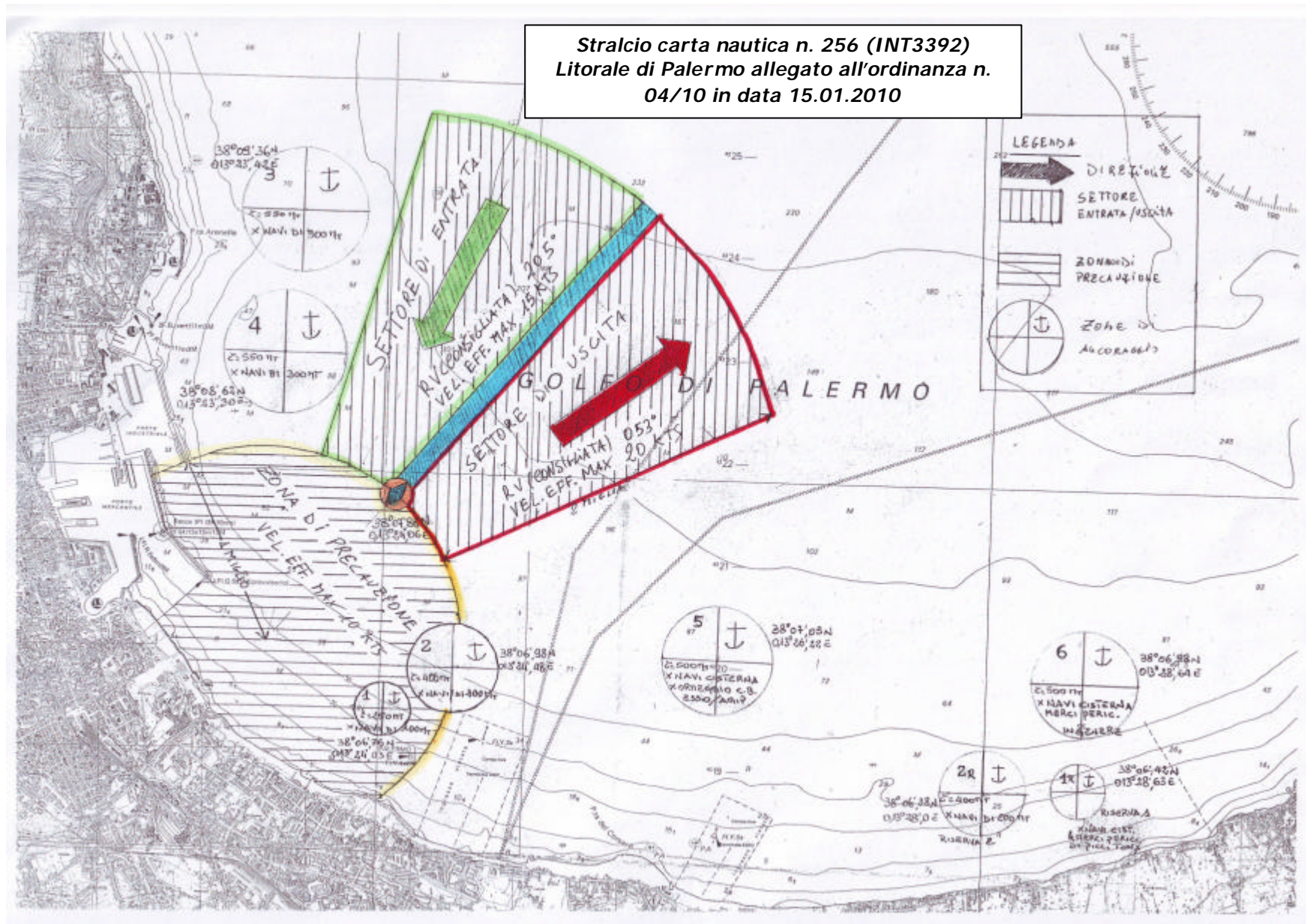
Green light: I.N 3206.2

Location: Molo Sopraflutto

ANNEX 1 – PALERMO VTS AREA



ANNEX 2 – TRAFFIC SEPARATION SCHEME AND ANCHORAGE AREAS



ALLEGATO 3 – MANDATORY REPORTING FOR VESSELS IN TRANSIT

Classe A		REPORT OF FIRST CONTACT – ENTRY IN VTS AREA SHIP IN TRANSIT			Data	
A	NOME NAVE <i>(Ship's Name)</i>		BANDIERA <i>(flag)</i>		NOMINATIVO INTERNAZIONALE <i>(International Call Sign)</i>	
	N° IMO <i>(IMO Number)</i>		N. MMSI <i>(MMSI Number)</i>		T.S.L. <i>(Gross Tonnage)</i>	
	PORTO DI ISCRIZIONE <i>(Port of Register)</i>			N° ISCRIZIONE <i>(Number Of Register)</i>		
	LUNGHEZZA <i>(Lenght)</i>		PESCAGGIO <i>(draft)</i>		ANNO COSTRUZIONE <i>(Year of Build)</i>	
	ARMATORE <i>(Owner)</i>			NOME COMANDANTE <i>(Captain's Name and Surname)</i>		
	N° MEMBRI EQUIPAGGIO <i>(Number of Crew)</i>			N° PASSEGGERI A BORDO <i>(Number of Passenger on Board)</i>		
B	G.D.O. INGRESSO AREA VTS <i>(Fuso Zulu)</i> <i>Per le navi fuori area VTS indicare il GDO di acquisizione target e la posizione</i>					
C	POSIZIONE <i>(Present Position)</i>	LAT. <i>(Latitude)</i>		LONG. <i>(Longitude)</i>		
E	ROTTA VERA <i>(True Course)</i>		F	VELOCITA' <i>(Speed)</i>		
G	PORTO DI PROVENIENZA/G.D.O. <i>(Last Port of Call/Date and Time of Departure) (Fuso Zulu)</i>					
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)</i>					
	MERCI PERICOLOSE <i>(Dangerous Good on Board)</i>	SI	NO	CODICE IMDG <i>(Classe/IMDG Code)</i>		N° ONU <i>(U.N. Numbers)</i>
	INDIRIZZO DELLO SPEDITORE PER LE COMUNICAZIONI DI INFORMAZIONI RELATIVE AL CARICO PERICOLOSO <i>(address of shipper of dangerous good)</i>		NOME DITTA <i>(name of shipper)</i>		INDIRIZZO <i>(Address)</i>	
U	TIPO DI NAVE <i>(Ship's Type)</i>			T.S.N. <i>(Net Tonnage)</i>		
	QUANTITA' DI BUNKER A BORDO <i>(quantity of bunker)</i>			TIPOLOGIA DI BUNKER <i>(type of bunker)</i>		

Classe B

EXIT OF VTS AREA – SHIP IN TRANSIT

Data

B

G.D.O. USCITA AREA VTS (*Fuso Zulu*)

C

POSIZIONE
(*Present Position*)

LAT.
(*Latitude*)

LONG.
(*Longitude*)

E

ROTTA VERA
(*True Course*)

F

VELOCITA'
(*Speed*)

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ALLEGATO 4 – MANDATORY REPORTING FOR VESSELS ENTERING AND LEAVING PALERMO PORT

A	Classe A		FIRST CONTACT			Data			
	NOME NAVE <i>(Ship's Name)</i>		BANDIERA <i>(flag)</i>		NOMINATIVO INTERNAZIONALE <i>(International Call Sign)</i>				
	N° IMO <i>(IMO Number)</i>			N. MMSI <i>(MMSI Number)</i>			T.S.L. <i>(Gross Tonnage)</i>		
	PORTO DI ISCRIZIONE <i>(Port of Register)</i>				N° ISCRIZIONE <i>(Number Of Register)</i>				
	LUNGHEZZA <i>(Lenght)</i>				PESCAGGIO <i>(draft)</i>			ANNO COSTRUZIONE <i>(Year of Build)</i>	
	ARMATORE <i>(Owner)</i>				NOME COMANDANTE <i>(Captain's Name and Surname)</i>				
N° MEMBRI EQUIPAGGIO <i>(Number of Crew)</i>				N° PASSEGGERI A BORDO <i>(Number of Passenger on Board)</i>					
B	G.D.O. INGRESSO AREA VTS <i>(Fuso Zulu)</i> <i>Per le navi fuori area VTS indicare il GDO di acquisizione target e la posizione</i>								
C	POSIZIONE <i>(Present Position)</i>		LAT. <i>(Latitude)</i>				LONG. <i>(Longitude)</i>		
E	ROTTA VERA <i>(True Course)</i>				F	VELOCITA' <i>(Speed)</i>			
G	PORTO DI PROVENIENZA/G.D.O. <i>(Last Port of Call/Date and Time of Departure) (Fuso Zulu)</i>								
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)</i>								
	MERCI PERICOLOSE <i>(Dangerous Good on Board)</i>		SI	NO	CODICE IMDG <i>(Classe/IMDG Code)</i>		N° ONU <i>(U.N. Numbers)</i>		
	INDIRIZZO DELLO SPEDITORE PER LE COMUNICAZIONI DI INFORMAZIONI RELATIVE AL CARICO PERICOLOSO <i>(address of shipper of dangerous good)</i>			NOME DITTA <i>(name of shipper)</i>		INDIRIZZO <i>(Address)</i>			
U	TIPO DI NAVE <i>(Ship's Type)</i>				T.S.N. <i>(Net Tonnage)</i>				
	QUANTITA' DI BUNKER A BORDO <i>(quantity of bunker)</i>					TIPOLOGIA DI BUNKER <i>(type of bunker)</i>			

Classe C		<u>ANCHORAGE REPORT</u>			Data	_____
X	MOTIVO ANCORAGGIO					
	E.T.A. FONDA		PUNTO DI FONDA			
	G.D.O. ARRIVO FONDA					
Classe 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>					
Classe E		<u>DEPARTURE REPORT</u>			Data	_____
B	E.T.D.		I	PORTO DI DESTINAZIONE/O.P.A. <i>(Destination Port/Estimated Time of Arrival)</i> <i>(Fuso Zulu)</i>		
P	CARICO A BORDO/QUANTITA' <i>(Cargo On Board – Nature of Cargo/Quantitive)(N° Passeggeri, Mezzi Pesanti, Bus, Caravan KG Merce Etc.)</i>					
	MERCI PERICOLOSE <i>(Dangerous Good on Board)</i>	SI	NO	CODICE IMDG <i>(Classe/IMDG Code)</i>		N° ONU <i>(U.N. Numbers)</i>
Classe F		<u>EXIT REPORT VTS AREA</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>		

