

## PARTICIPATION RULES / SERVICES PROVIDED

Participation in Brindisi VTS is mandatory for:

- passengers ships, irrespective of their size;
- merchant vessels of 300 GT and upwards;
- fishing vessels and recreational craft with a length of 45 meters and above.

Participation is voluntary for:

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

### SERVICES PROVIDED

INS, TOS and NAS are provided 24/7 in Brindisi VTS Area.

#### Information Service (INS)

Information Service is aimed at providing transiting vessels with a more comprehensive information, useful for a safer and more expeditious passage through the VTS Area. It is addressed to all ships in the VTS Area and is only provided when deemed necessary.

#### Traffic Organization Service (TOS)

Traffic Organization Service is provided, when deemed necessary by Brindisi VTS, with the aim of preventing potentially dangerous traffic situations and regulating a safe passage of ships in the VTS Area, by prior agreeing of programmed routes and speed.

#### Navigational Assistance Service (NAS)

Navigational Assistance Service is only provided to a single vessel if so required by the latter or whenever deemed necessary by Brindisi VTS, due to special circumstances that may affect a safe passage in the VTS Area. Essential and timely information is made available to the vessel with the purpose of assisting on-board navigational decision-making, monitoring its effects.

## CONTACTS

### RADIO CHANNELS

The following VHF/FM radio frequencies are used in Brindisi VTS:

#### Ch. 10 (156.500 MHz)

VTS working channel

#### Ch. 16 (156.800 MHz)

Emergency

#### Ch. 12 (156.600 MHz)

Port Allied Services working channel

#### Ch. 11 (156.550 MHz)

Brindisi Port Informer working channel

Radio Call Sign of VTS Centre is  
**"BRINDISI VTS".**

#### ADDRESS - TELEPHONE - FAX – E-MAIL

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## BRINDISI VTS AREA

Brindisi VTS Area is delimited by the followings points (geographical coordinates - WGS84):

- 1) Lat. 40°45.500' N – Long. 17°42.200' E;
- 2) Lat. 40°52.800' N – Long. 17°51.700' E;
- 3) Lat. 40°53.600' N – Long. 18°05.400' E;
- 4) Lat. 40°47.000' N – Long. 18°16.700' E;
- 5) Lat. 40°36.600' N – Long. 18°19.400' E;
- 6) Lat. 40°27.700' N – Long. 18°12.700' E.

## REPORTING

In Brindisi VTS area a ship reporting system has been established, in accordance with IMO Resolution A.851(20). In order to keep radio communications to a minimum, whenever the required information is already available to the VTS through either AIS, or databases or e-mails, the lacking information shall be reported only. All participating vessels shall report the requested information as follows.

**Early-contact report:** when at 3 NM off Brindisi VTS Area.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- B. Date and time.
- C. or D. Position expressed either in geographic coordinates ("C") or in true bearing and distance in nautical miles from a land mark ("D").
- E. True course.
- F. Speed in knots and tenths of knot.
- G. Port of departure (UN/LOCODE) and time of departure.
- H. Date and time, and planned position of entry into VTS area in geographic coordinates.
- I. Port of destination (UN/LOCODE) and expected time of arrival.
- P. On-board cargo type and quantity. If dangerous goods are loaded, report quantity and IMO class.
- T. Address for communications on cargo details.
- U. Type of ship, length overall, breadth, draft, gross/net tonnage.
- W. Number of persons on board (crew and passengers).
- X. ETA to inbound traffic lane / Miscellaneous (example: SPS level; navigation plan, quantity and type of bunker on board, etc.)

**Entry report:** on entering Brindisi VTS Area.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- H. Date and time and position expressed either in geographic coordinates or in true bearing and distance in nautical miles from a land mark .
- E. True course.
- F. Speed in knots and tenths of knot.

**Entry into inbound traffic lane report:** on entering the inbound traffic lane (radio call position Lat. 40°40.516' N, Long. 018°06.940' E).

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- B. Date and time.
- C. or D. Position expressed either in geographic coordinates ("C") or in true bearing and distance in nautical miles from a land mark ("D").

**Intended track change report:**

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- B. Date and time.
- C. or D. Position expressed either in geographic coordinates ("C") or in true bearing and distance in nautical miles from a land mark ("D").
- E. True course.
- F. Speed in knots and tenths of knot.
- X. Miscellaneous. Information on intended track as changed, etc.

**Anchoring report:** to be sent by vessels authorized to drop anchor in the anchoring areas, at the end of the anchoring maneuver, and just before leaving the anchoring position.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- B. Date and time.
- C. or D. Position expressed either in geographic coordinates ("C") or in true bearing and distance in nautical miles from a land mark ("D").

**Mooring report:** on mooring completed.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- K. Date and time, and berthing position expressed in geographic coordinates.
- X. Berthing quay identity.

**Pilot report:** on boarding pilot.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- B. Date and time.
- J. Pilot on board / disembarked.

**Unmooring report:** all vessels, immediately before unmooring. Vessels other than liners – and liners as well, when their schedule is to be modified - which are subject to the existing mandatory routing system, shall report the actual time of departure one hour before unmooring.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- H. Date and time, and position in geographic coordinates on unmooring.
- I. Port of destination (UN/LOCODE) and expected time of arrival.
- P. On-board cargo type and quantity If dangerous goods are loaded, report quantity and IMO class.
- W. Number of persons on board (crew and passengers).
- X. Miscellaneous (example: time of exit from the outbound traffic lane, etc.

**Exit from outbound traffic lane report:** when at the outer edge of the outbound traffic lane.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- B. Date and time.
- C. or D. Position expressed either in geographic coordinates ("C") or in true bearing and distance in nautical miles from a land mark ("D").

**Exit (from VTS) report:** on leaving Brindisi VTS Area.

- A. Ship identity (name, call sign, flag, IMO number, MMSI).
- K. Date and time and position expressed either in geographic coordinates or in true bearing and distance in nautical miles from a land mark.

## TRAFFIC SEPARATION SCHEME

A traffic separation scheme has been established in Brindisi port and roadsted, as shown in the pictures hereinafter.

**A light beacon (Port Entry Light - PEL-6)** is sited on St. Andrew's island in the outer harbor (Lat. 40°39.524' N - Long. 017°58.211' E) (WGS84), as an aid to incoming vessels.

The following vessels are subject to the local ships' routing system:

- a) all vessels (including warships) of over 300 GT;
- b) passenger ships and ships carrying dangerous goods, irrespective of their size;
- c) fishing vessels with a length of 24 meters and over;
- d) recreational craft with a length of 45 meters and over.

All inbound vessels shall enter the inbound traffic lane from its outer edge.

When in the inbound traffic lane, vessels shall keep a mutual safety distance of at least 1 NM. If such vessels have a pilot on board, then this distance may be reduced with prior notice to Brindisi VTS.

**Pilot boarding shall occur at the beginning of the bisector of the inbound traffic lane (Lat. 40 ° 39.851 'N, Long. 18 ° 06.940' E).**

Liners may be allowed by Brindisi VTS (if priorly agreed so with local pilot service) to board pilot at the outer harbor entrance.

In case of strong northerly winds, if a shipmaster deems passage in the inbound traffic lane to be unsafe, and taking into account the ship's features, a vessel may be allowed by Brindisi VTS to **approach the port through the adjacent starboard-side traffic separation zone, to such an extent as it is necessary to maintain a safe landing route.**

**Vessels at anchor in SE Anchoring Area may enter the inbound traffic lane without passing by its edge, under previous clearance by Brindisi VTS.** When authorized to do so, such vessels shall report the exact entry point (previously agreed with the Pilot Service) to Brindisi VTS. The authorized vessel shall enter the inbound traffic lane keeping a minimum angle with the traffic flow (COLREG's general rules apply).

### **Exit from the port**

Vessels, which are subject to Brindisi mandatory routing system, exiting from Brindisi port shall use one of the two outbound traffic lanes as far as the outer edge of the traffic separation scheme.

### **Early-contact:**

All vessel about to enter Brindisi VTS area shall, when at 3 NM off the outer limit thereof, report to Brindisi VTS as described above. Vessels entering the port will have priority.

### **Maximum speed**

Within the mandatory traffic routing system all vessels shall proceed with a safe speed, in compliance with the following:

<b>A) Inbound traffic lane:</b>	<b>15 kts</b>
<b>B) Outbound traffic lanes:</b>	<b>20 Kts</b>
<b>C) Precautionary area: Outer port Middle port;</b>	<b>10 kts</b>
<b>D) Inner port:</b>	<b>6 kts</b>

The 10 kts speed limit will apply to inbound ships starting from the pilot boarding position, irrespective of the actual presence of a pilot on board.

Without prejudice to the general obligation to maintain a safe speed, warships, police and SAR craft may disregard the above limits when leaving the port for ongoing operations only. In such a case, the latter craft shall keep cautious and ensure that all other transiting vessels be duly informed.

### **Constraints**

Sailing, fishing, bathing, stop and any diving or surface activities other than transit are forbidden in the inbound and outbound traffic lanes.

### **Environmental details**

The coast is very low and landing is sometimes difficult, especially in case of southern winds. Shallow waters and emerging rock-cliffs are around "Capo di Torre Cavallo" (Charts No. 29, 30 e 192). A wreck (fishing boat) emerges in front of "Capo di Torre Cavallo".

SE and NE winds are predominant. When the North wind ("bora") comes, it blows strong in the first couple of days and rarely lasts more than four days. The port is protected from all winds, except those from NE and E that cause quite a sizable back water.

Tides are small, reaching the maximum height of 44 cm at the syzygy.

Currents in the port sometimes reach a remarkable speed while with the dominant winds. Out of the harbor they race towards SE along the coast. Tide that goes down from Punta Penne enters the port sometimes reaching the speed of around 3 knots, with strong teacher winds.

## FORBIDDEN ZONES AND ANCHORING AREAS

In Brindisi VTS Area there are:

**A. Torre Guaceto Marine Protected Area**, delimited by the following points (WGS84):

"A" ZONE INTEGRAL RESERVE:

- E) Lat. 40°43.150' N – Long. 017°47.800' E;
- F) Lat. 40°42.750' N - Long. 017°48.900' E;
- G) Lat. 40°42.250' N - Long. 017°48'467' E;
- H) Lat. 40°42.950' N - Long. 017°47.600' E;
- I) Lat. 40°42.467' N - Long. 017°49.400' E;
- L) Lat. 40°42.267' N - Long. 017°49.800' E;
- M) Lat. 40°41.933' N - Long. 017°49.500' E;
- N) Lat. 40°42.100' N - Long. 017°49.150' E.

"B" ZONE GENERAL RESERVE:

- O) Lat. 40°43.900' N - Long. 017°46.400' E;
- E) Lat. 40°43.150' N - Long. 017°47.800' E;
- H) Lat. 40°42.950' N - Long. 017°47.600' E;
- P) Lat. 40°43.300' N - Long. 017°46.400' E.

"C" ZONE PARTIAL RESERVE:

- A) Lat. 40°45.400' N - Long. 017°46.067' E;
- B) Lat. 40°43.250' N - Long. 017°50.933' E;
- C) Lat. 40°41.733' N - Long. 017°49.360' E;
- D) Lat. 40°43.400' N - Long. 017°46.000' E.

**B. Areas to be avoided**

The following areas are to be avoided by cargo and passengers ships of over 500 GT.

Area to be avoided No. 1 is located NW of the traffic separation scheme and it is delimited by a line joining the following points (WGS84):

- Green Light (E.F. 3631);
- H) Lat. 40° 40.203' N - Long. 017° 59.792' E;
- A) Lat. 40° 42.066' N - Long. 017° 58.830' E;
- T) Lat. 40° 43.235' N - Long. 017° 56.194' E;
- U) Lat. 40° 41.291' N - Long. 017° 54.704' E;
- V) Lat. 40° 41.935' N - Long. 017° 53.228' E;
- S) Lat. 40° 43.887' N - Long. 017° 54.722' E;
- A2) Lat. 40° 47.989' N - Long. 017° 45.441' E;
- A1) Lat. 40° 45.516' N – Long. 017° 42.180' E (Torre Santa Sabina);
- Coastline.

Area to be avoided No. 2 is located SE of the traffic separation scheme and it is delimited by a line joining the following points:

- Red Light (E.F. 3632);
- N) Lat. 40° 39,558' N - Long. 017° 59,774' E;
- M) Lat. 40° 39,610' N - Long. 018° 00,428' E;
- L) Lat. 40° 39.141' N - Long. 018° 05,154' E;
- Q) Lat. 40° 34,474' N - Long. 018° 07,950' E;
- P) Lat. 40° 32,300' N - Long. 018° 04,517' E (Torre S. Gennaro);
- Coastline;
- "Isole Le Pedagne".

**C. Lightening Area**

Lightening is allowed in accordance with the provisions of Ministerial Decree May 3, 1984, in the sea area delimited by the following points:

- A) Lat. 40° 35.000' N – Long. 018° 06.400' E;
- B) Lat. 40° 35.000' N – Long. 018° 07.300' E;
- C) Lat. 40° 34.400' N – Long. 018° 06.400' E;
- D) Lat. 40° 34.400' N – Long. 018° 07.300' E.

**D. Aerial firefighting Areas**

The following areas (WGS84) are primarily allocated for water scooping by airtankers engaged in fire-extinguishing operations:

**"CERANO" Area**

- A) Lat. 40° 33.000' N – Long. 018° 08.500' E;
- B) Lat. 40° 33.000' N – Long. 018° 10.000' E;
- C) Lat. 40° 34.000' N – Long. 018° 08.500' E;
- D) Lat. 40° 34.000' N – Long. 018° 10.000' E.

**"TORRE S. SABINA" Area**

- B) Lat. 40° 46.800' N – Long. 017° 43.000' E;
- C) Lat. 40° 47.800' N – Long. 017° 43.000' E;
- D) Lat. 40° 47.800' N – Long. 017° 44.400' E;
- E) Lat. 40° 46.800' N – Long. 017° 44.400' E.

**"TORRE CANNE" Area**

- A) Lat. 40° 51.000' N – Long. 017° 30.000' E;
- B) Lat. 40° 52.000' N – Long. 017° 30.000' E;
- C) Lat. 40° 52.000' N – Long. 017° 31.500' E;
- D) Lat. 40° 51.000' N – Long. 017° 31.500' E.

## FORBIDDEN ZONES AND ANCHORING AREAS

**E. Military target practice areas:****"Punta Capo Cavallo" firing range**

Area delimited by the followings points:

- A) Lat. 40° 38.667' N - Long. 018°01.200' E;
- B) Lat. 40° 39.967' N - Long. 018°03.583' E;
- C) Lat. 40° 39.033' N - Long. 018°04.400' E;
- D) Lat. 40° 37.850' N - Long. 018°04.450' E;
- E) Lat. 40° 36.650' N - Long. 018°03.367' E;
- F) Lat. 40° 38.133' N - Long. 018°01.200' E.

**"Punta della Contessa" firing range**

Area delimited by the followings points:

- A) Lat. 40° 35.533' N - Long. 018°02.433' E;
- B) Lat. 40° 36.300' N - Long. 018°02.100' E;
- C) Lat. 40° 39.683' N - Long. 018°02.133' E;
- D) Lat. 40° 36.083' N - Long. 018°06.210' E.
- E) Lat. 40° 35.533' N - Long. 018°02.433' E

**"Torre Veneri" firing range (Otranto District)**

Area delimited by the followings points (WGS84):

- A) Lat. 40° 25.310' N - Long. 018° 15.500' E;
- B) Lat. 40° 30.333' N - Long. 018° 16.500' E;
- C) Lat. 40° 29.416' N - Long. 018° 19.050' E;
- D) Lat. 40° 27.750' N - Long. 018° 20.966' E;
- E) Lat. 40° 25.916' N - Long. 018° 22.466' E;
- F) Lat. 40° 23.083' N - Long. 018° 23.300' E;
- G) Lat. 40° 23.900' N - Long. 018° 17.500' E.

**"Capo Torre Cavallo" minelaying training area**

Area delimited by the followings points:

- A) Lat. 40° 38.400' N - Long. 018° 01.500' E;
- B) Lat. 40° 39.200' N - Long. 018° 04.000' E;
- C) Lat. 40° 36.200' N - Long. 018° 06.300' E;
- D) Lat. 40° 35.217' N - Long. 018° 04.000' E;
- E) Lat. 40° 38.400' N - Long. 018° 01.300' E.

**Anchoring positions**

Vessels may drop anchor in Brindisi VTS area inside the following two areas, each delimited by a line joining the points below:

**South East anchoring area**

- K) Lat. 40° 39.949' N - Long. 018° 04.670' E;
- F) Lat. 40° 40.135' N - Long. 018° 07.020' E;
- R) Lat. 40° 36.120' N - Long. 018° 10.548' E;
- Q) Lat. 40° 34.474' N - Long. 018° 07.950' E;
- L) Lat. 40° 39.141' N - Long. 018° 05.154' E.

**North West anchoring area**

- T) Lat. 40° 43.235' N - Long. 017° 56.194' E;
- U) Lat. 40° 41.291' N - Long. 017° 54.704' E;
- V) Lat. 40° 41.935' N - Long. 017° 53.228' E;
- S) Lat. 40° 43.887' N - Long. 017° 54.722' E.

## ANCHORING PROCEDURES

**Anchoring areas**

Vessels intending to drop anchor in the anchoring areas shall make prior request to Brindisi VTS, that will grant clearance and communicate the assigned anchorage position.

**Mooring procedures for special types of vessels**

Fishing boats of any length coming from outside of Schengen Area shall - unless they use the existing traffic separation scheme and its rules - contact Brindisi VTS to agree procedures for mooring and/or staying in the appropriate areas (middle port - circular area with a 50 m radius, centered in position Lat. 40°39.2' N Long. 017° 57.7' E):

- 1 hour before arrival at the port entrance;

- upon arrival at the port entrance.

Recreational craft flying a non-EU Country flag entering Brindisi port shall inform Brindisi VTS before arriving. If mooring is expected at a licensed dock, then the report shall be made by the licensee.

Vessels to which the existing mandatory routing system does not apply, whenever taking the inbound or outbound traffic lanes shall inform Brindisi VTS under the same rules applying to vessels which are subject to the mandatory routing, except the early-contact report.

## USEFUL INFORMATION

**ALLIED SERVICES**

**Pilotage** is mandatory for all ships entering, exiting from- and moving in the port. Pilot boarding shall be carried out at the position on the bisector of the incoming traffic lane, 0.5 NM before the outer limit of the precautionary area.

Pilotage is not mandatory for the following vessels:

- warships;
- vessels of up to 500 GT;
- fishing vessels (not fit for Atlantic fishing);
- tugs;
- any vessels engaged in local traffic and in port services.

The Harbour Master can make pilotage mandatory in case of heavy weather or busy traffic in the port, in order to ensure safety of ship, port and navigation.

**Towing** is provided in the port area (within the line joining "Punta Riso" dam lighthouse and "Isola Pedagne" lighthouse) by not less than 4 tugs of different power. It is mandatory on certain situations (refer to Harbour Master Order No. 16 on Nov. 14<sup>th</sup>, 2001), but may be made compulsory for more vessels in case of bad weather or if special port safety conditions are required.

**Mooring and unmooring** of vessels is provided in the port and anchorage area.

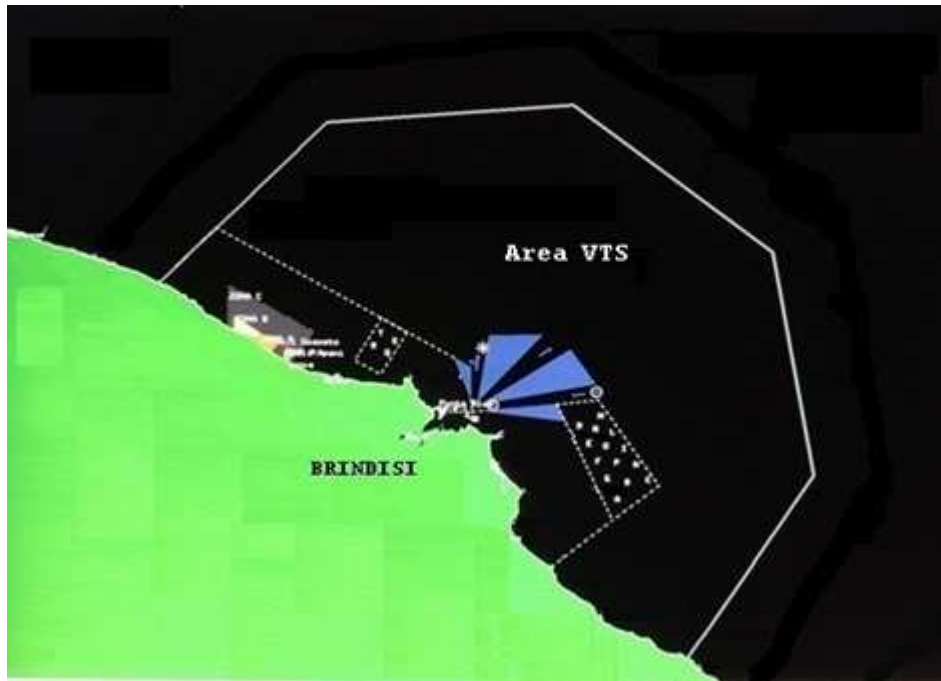
It is available 24 hours a day and is not mandatory for vessels of up to 500 GT, except those carrying or having carried dangerous goods. All ships exempted by the obligation - including pleasure craft – shall employ the mooring party whenever they need so.

**Brindisi Port Informer** carries out a trade vessels' sighting service, exchanging non-operative communications. It is available 24/7 on Ch. 16.

**PORT FACILITIES**

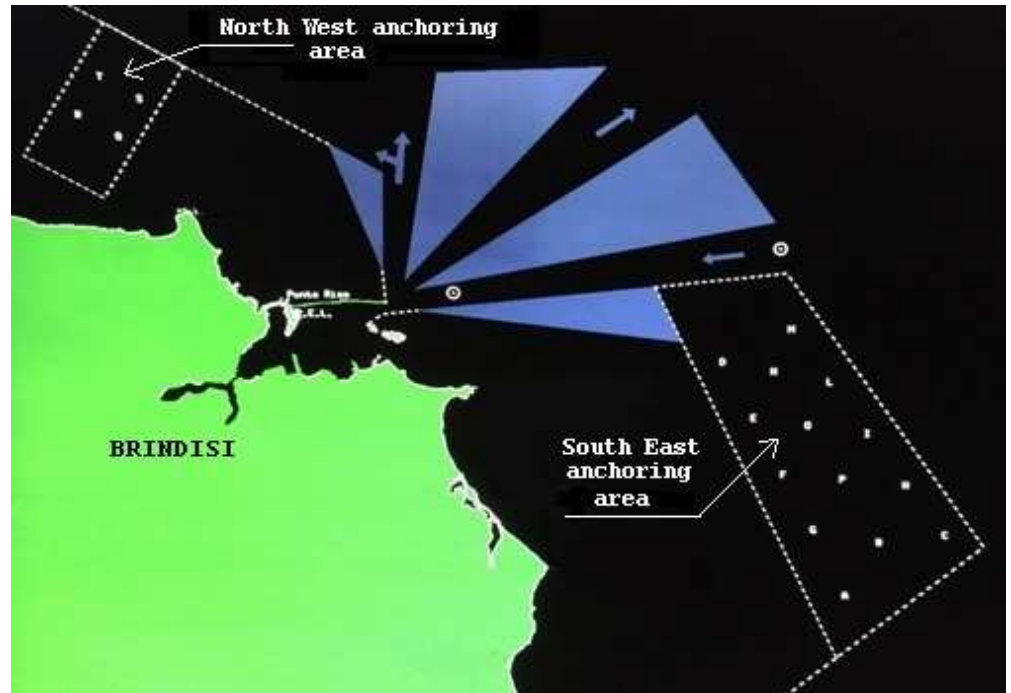
The following port facilities, subject to the ISPS Code and the EC Regulation, have been identified in Brindisi port:

1. "Punta Terrare Prolungamento Costa Morena" Quay – Passengers Zone - ITBDS-0001
2. "Carbonifera rampe and Ferry" Quay - ITBDS-0002
3. "Prolungamento e Nuovo Sporgente Industrial Zone" Quay - ITBDS-0003
4. "Santa Apollinare" Quay - ITBDS-0004
5. "Costa Morena Diga Terminal ENEL Produzione" Quay - ITBDS-0005
6. "Nuovo Sporgente Costa Morena Terminal COPEROIL" Quay - ITBDS-0006
7. "Polimeri Europa" Quay - ITBDS-0008
8. "Punto Franco Feltrinelli" Quay - ITBDS-0009



**Picture No. 1 - Brindisi VTS Area.**

**NOT TO BE USED FOR NAVIGATION**



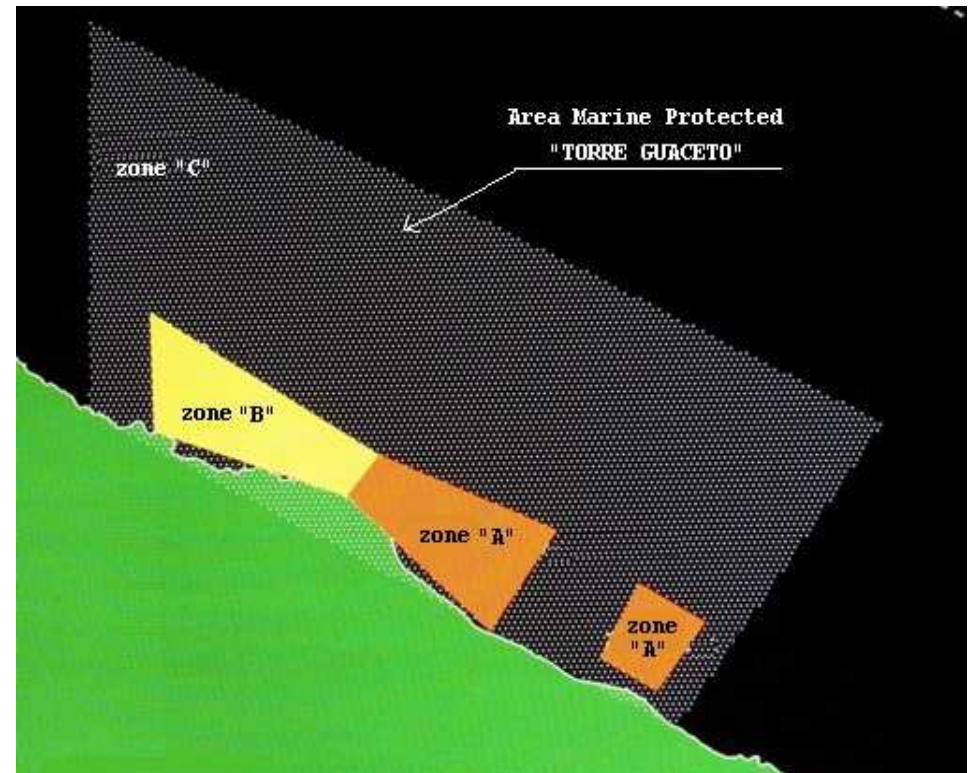
**Picture No. 2 – Brindisi VTS Area: Anchoring areas and positions.**

**NOT TO BE USED FOR NAVIGATION**



**Picture No. 3 - Brindisi VTS Area: military target practice areas.**

**NOT TO BE USED FOR NAVIGATION**



**Picture No. 4 – Torre Guaceto" marine protected area"**

**NOT TO BE USED FOR NAVIGATION**