

SERVICES PROVIDED AND PARTICIPATION RULES**SERVICES PROVIDED**

The following services are provided in La Spezia VTS area:

- o **Information service;**
- o **Navigational assistance service;**
- o **Traffic organization service.**

PARTICIPATION RULES

Participation in La Spezia VTS is mandatory for:

- o all vessels of 300 GT and upwards;
- o fishing vessels with a length of over 45 m;
- o recreational craft with a length of over 45 m;
- o all ships, irrespective of their size, that are considered as a potential hazard to navigation or a threat to the safety of navigation, of people and of the environment, which during their voyage have:
 - been involved in an accident at sea;
 - violated the reporting rules and/or other legal requirements;
 - violated the applicable ships' routing systems and VTS rules of an EU Member State;
 - or have been presumed to have, discharged oil or violated MARPOL regulations in the territorial waters of an EU Member State;
 - been denied access into EU ports or have been subject to a report or notice to the competent Authority of an EU Member State.

All vessels other than those listed above are not required to participate, though they are encouraged to do so, especially non-EU vessels in international waters.

CONTACTS**CALL SIGN**

La Spezia VTS Centre may be contacted on the appropriate radio VHF working channel, using the call sign: "**LA SPEZIA VTS**".

RADIO VHF CHANNELS

La Spezia VTS VHF / FM working channels (subject to audio recording) are as follows:

- o **Channel 74** (156.725 MHz) – **Primary VTS Working Channel / Frequency**
- o **Channel 6** (156.300 MHz) – **Secondary VTS Working Channel / Frequency**
- o **Channel 14** (156.700 MHz) – **Port Services Working Channel / Frequency**
(Pilots, Tugs, Mooring)
- o **Channel 16** (156.800 MHz) – **Emergencies**

TELEPHONE, FAX, E-MAIL

La Spezia VTS Center can be reached at the following numbers:

- o Phone: +3901872581222
+3901872581233
- o Office Phone: +3901872581555
- o Telex / Fax: +390187770510
- o e- mail: cplaspezia@mit.gov.it
- o Address: Capitaneria di porto La Spezia
Largo Michele Fiorillo n. 2, 19100 La Spezia

VTS AREA

VTS AREA

La Spezia VTS area (*fig. 1*) is delimited by the lines joining the points listed below (Italian Navy Hydrographic Institute nautical charts No. 3 – ed. July 2006 and No. 909 INT3300 ed. December 1987, reference system WGS84):

- **A.** lat. 44 °13 ' .8 N long. 009 °29 ' .7 E
- **B.** lat. 43 °57 ' .0 N long. 009 °13 ' .5 E
- **C.** lat. 43 °46 ' .0 N long. 009 °45 ' .2 E
- **D.** lat. 44 °02 ' .7 N long. 010 °01 ' .2 E

EARLY-CONTACT AREA

Approaching vessels shall contact La Spezia VTS Centre when at 3 NM off the outer limit of the VTS area (*fig. 2*).

VTS SUBAREAS

The following subareas have been identified in La Spezia VTS Area (*fig. 3*):

- **Inner Roadstead** (Rada Interna) – sea area inside the breakwater;
- **Outer Roadstead** (Rada Esterna) - sea area between the breakwater and the line joining the “Scoglio del Tinetto” buoy (No. 1709) to “Punta Bianca” in the Gulf of La Spezia;
- **Subarea 1** - sea area east of the true bearing 160° from Tino island lighthouse (No. 1708);
- **Subarea 2** - sea area between the true bearing 160° from Tino island lighthouse (No. 1708) and the line joining Tino island and point B;
- **Subarea 3** - sea area north of the line joining Tino island and point B.

SHIP REPORTING POSITIONS

The following positions (*fig. 4*), corresponding to the true bearings of Tino island lighthouse (Faro S. Venerio No. 1708 - lat. 44 °01 .6 ' N Long. 009 °51.0 ' E) from the sea, are established for vessel reporting:

- **Alpha** (BRG) 270°;
- **Bravo** (BRG) 315°;
- **Charlie** (BRG) 000°;
- **Delta** (BRG) 045°;
- **Echo** (BRG) 090°.

Participating vessels are required to notify the VTS about their own position and cinematic data when:

- entering and exiting the VTS area;
- boarding and disembarking pilot (at the prescribed position);
- entering the port;
- at the positions listed above, when requested by the VTS.

VESSEL REPORTING PROCEDURES

COMMUNICATIONS WITH THE VTS

Communications with La Spezia VTS Centre shall be in English or in Italian through the VTS VHF/FM radio working channels. Use of "Standard Marine Navigational Vocabulary" and "Standard Marine Communication Phrases" should be made whenever possible and practicable.

Reports by vessels should be made in accordance with IMO Resolution A.851(20) reporting procedures.

EARLY-CONTACT REPORT

Approaching vessels shall contact La Spezia VTS when at 3 NM off the outer limit of the VTS area and report as shown below.

In order to minimize use of radio channels, if the requested information is already available by either AIS or previous communications via fax / e-mail (ship pre-arrival security information form), the VTS will request vessels to only provide the remaining details.

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- B Time** (6-digit date-time group)
- C o D Position** (position expressed in lat. and long. "C" or bearing and distance in NM from a clearly identified landmark "D")
- E True course**
- F Speed**
- G Last port of call and actual time of departure**
- I Port of destination and estimated time of arrival**
- L Intended track** (where appropriate)
- O Draught**
- P Cargo** (quality, quantity and IMO class of any dangerous goods)
- T Address where information about cargo may be made available**
- U Type of vessel, GT, length overall**
- W Total number of persons on board** (passengers and crew)
- X Miscellaneous information** (navigational status, any failures, etc.)

ENTRY REPORT

To be sent by vessels upon entering VTS area. Any changes to the information previously provided shall also be reported.

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- H Time** (6-digit date-time group) **and position of entry into the system**
Any other information changed from the first contact

REPORTING POINT REPORT

Vessels transiting on reporting points shall send the following report, if required to do so by the VTS:

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- B Time** (6-digit date-time group) when at the reporting point
- C Position** at the reporting point

ANCHORING REPORT

The vessels that have been cleared to anchor in the VTS area shall report at the end of the anchoring manoeuvre:

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- B Time** (6-digit date-time group) of anchoring
- C Anchorage position**
- X E.T.D.** (if any)

PILOT REPORT

Vessels shall report upon boarding / disembarking pilot as follows:

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- B Time** (6-digit date-time group)
- J Pilot boarded / disembarked**

ARRIVAL REPORT

To be sent by vessels at the end of the berthing manoeuvre:

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- K Time** (6-digit date-time group) **of arrival at the port**

DEPARTURE REPORT

To be sent by vessels immediately before unberthing:

- A Ship's identity** (name, call sign, IMO and MMSI numbers, flag)
- B Time** (6-digit date-time group) **of departure**
- I Port of destination and E.T.A.**
- L Intended track**
- P Cargo** (quality, quantity and IMO class of any dangerous goods)
- W Total number of persons on board** (passengers and crew)

VESSEL REPORTING PROCEDURES	SPECIFIC ENVIRONMENTAL CONDITIONS
<p>EXIT REPORT When leaving the VTS area:</p> <p>A Ship's identity (name, call sign, IMO and MMSI numbers, flag) K Time (6-digit date-time group) and position (expressed either in geographical coordinates or bearing and distance from a clearly identified landmark) of exit from the VTS area</p>	<p>SHOALS, SHALLOW WATERS, WRECKS These include: shallow waters surrounding the "Torre Scuola" area, a rocky shoal stretching out 100 m near "Punta del Varignano"; partly submerged wreck of a ship near the breakwater approximately 0.5 NM SW of "Punta S. Teresa" green light; wreck of a fishing boat sunk in the sea area within a radius of 200 m centered in position 102° from "Portovenere" red light distance 730 m; wreck of a fishing boat with a partially emerging mast 200 m north of "Lerici" castle.</p> <p>MOORING BUOYS The following buoys are found in the internal roadsted: B1, B2, B3, B4, D5, G3 and G4 mooring buoys; "POL Born" mooring buoys near "S. Bartolomeo"; "SPI" (Italian Oil Company - Oil Arcola) mooring buoys near to "Porto Lotti"; VB1 and VB2 buoys for compass adjustment.</p> <p>WINDS In the Gulf of La Spezia southerly winds are dominant in summer, north ("Tramontana") and north-east winds are in winter. In winter, the south-east ("Scirocco") wind sometimes blows quite violent, usually accompanied by rain. Strong gusts of wind sweep down from the gorges of the surrounding mountains onto the west coast of the gulf.</p> <p>SEA CURRENTS In the Gulf of La Spezia the main sea current usually heads southwards along the western coast, and northwards along the eastern one.</p> <p>TIDES The height of the high spring tide is about 0.4 m, being the neap tide about 0.3 m.</p> <p>RADIO BLIND SECTORS Some lack of radio coverage exists in the VTS area, especially in the coastal areas on the west and on the east side.</p> <p>RADAR BLIND SECTORS There may be some random shortage of radar coverage in the VTS area due to the gulf orography and / or certain weather conditions.</p>

SPECIAL AREAS

In La Spezia VTS area there are a number of zones where navigation by all or some types of vessels has been subject to special constraints by local by-laws.

Roadsted ("Rada")

Stopover, anchoring, fishing and any surface/underwater operations (except military) which are not transit-related are prohibited in the following areas within La Spezia roadstead:

- o sea area in front of the "passi" (passages), namely "Passo di Ponente" (Western Passage) and "Passo di Levante" (Eastern Passage);
- o traffic separation scheme;
- o inner roadstead deep-water channel (dredged area shown on the Chart No. 60 INT 3365), including the turning basins' manoeuvring in front of the "Fornelli" pier and the "ex I.P." wharf ("Molo Garibaldi" pierhead);
- o channel in front of the basin between the "Molo Garibaldi" and "Molo Italia", defined by the following positions:
 - A) 44 °06.242 ' N - 009 °50.101 ' E; B) 44 °06.2 52 ' N - 009 °50.161 ' E;
 - C) 44 °05.352 ' N - 009 °50.341 ' E; D) 44 °05.3 42 ' N - 009 °50.281 ' E;
- o 200-meter wide sea area astride the access route – entering the fairway – to the deep-water channel leading to the "Duca degli Abruzzi" dock, defined by the following positions:
 - A) 44 °05.272 ' N - 009 °49.921 ' E; B) 44 °05.3 42 ' N - 009 °50.011 ' E;
 - C) 44 °04.922 ' N - 009 °50.821 ' E; D) 44 °04.7 32 ' N - 009 °50.891 ' E.

In the sea areas above, as well as in the part of the outer roadsted delimited by the line joining "Torre Scuola" and "Punta Maralunga", due to safety reasons, all vessels of 1,000 GT and upwards shall keep not less than 1 NM clear of any ships carrying either bulk liquid substances having a flash point below 60°C or hazardous gases, or empty and / or inerted (this requirement won't apply if such ships are slowly moving just near the mooring / anchorage).

Anchoring is prohibited in the deep-water sea area 1 NM off the breakwater, except in the E2, E3, E4, E5 and E10 regulated anchoring positions.

During their stay in the roadstead, vessels shall keep a constant radio listening watch and ensure at least one officer as well as the staff needed for a timely manoeuvre of the vessel are on duty. Such vessels shall also inform the VTS of any incidents that could affect safety of navigation and / or threat the marine environment.

In the inner roadstead of La Spezia port:

- o merchant vessels should normally proceed keeping a safe speed, such as to avoid producing swells which might be detrimental to smaller ships and - in summer time - to the safety of bathers;
- o sailing, anchoring and stopping is forbidden within 50 (fifty) m from the jetty at the pierhead of "Molo Garibaldi" - where an harbour oily waters treatment plant lies -. Mooring at that pier is also prohibited to any ships that are not directly involved either in plant operation or in security services or in anti-pollution operations;
- o use of the military mooring buoys by merchant vessels is only allowed under prior permission by the local military authority "MARINA NORD";
- o use of mooring buoys is prohibited to small local traffic vessels;
- o in the "Seno di Panigaglia" sea area, any surface and underwater operations are prohibited without prior permission by the Harbour Office; exempted from the ban are: gas tankers intending to moor at the "LNG Italia" dock; linesmen and pilots boats and tugs engaged in berthing / unberthing operations; warships; police and fire brigade craft; vessels who have previously been authorized by the Harbour Office, if engaged in "LNG Italia" terminal operations.

SPECIAL AREAS

MILITARY ZONE

Access to, transit through and stay at the "Duca degli Abruzzi" dock and in the 50 m wide sea area off the surrounding cliffs are interdicted to all vessels without prior clearance by the local Military Authority "MARINA NORD".

Landing at "Torre Scuola", at Tino island, in the military areas of Palmaria island, at the "Varignano" and "Castagna" coves, at the "Revel" quay (the area beyond the gate stretching southwards) and in the military area of "Punta Maralunga" pier are also interdicted to all vessels without prior clearance by the Military Authority "MARINA NORD".

The Air Force allocated berth at Cadimare, the "Pozzale" jetty on the Palmaria Island and the "Punta Pezzino" Police one are also interdicted without prior authorization by the competent Authorities.

Transit, stay and anchorage by any vessels are also interdicted without prior authorization by the Military Authority in the following sea areas:

"Varignano"; "Castagna"; "CSSN" (ex "Mariperman"); "porticciolo" and "Punta Bianca" on Tino island, "Punta San Bartolomeo", Cadimare Air Force military zone.

In accordance with special by-laws, within La Spezia VTS area there are a number of interdicted areas due to **military drills** (*fig. 5*). Among these, the most relevant to vessel traffic are T 803 (artillery fire), M 502 (minesweeping), and S 701 (submarines).

CINQUE TERRE MARINE PROTECTED AREA

The Cinque Terre Marine Protected Area (*fig. 6*) extends in the sea area in front of the coastline between "Punta Masco" and "Capo Monte Negro" headlands, and is defined by the following points:

A) 44 °09 ' .05 N 009 °37 ' .10 E B) 44 °08 ' .29 N 009 °36 ' .06 E
C) 44 °03 ' .54 N 009 °43 ' .48 E D) 44 °04 ' .99 N 009 °45 ' .68 E

This area includes three zones which are subject to different constraints; navigation in the whole area is interdicted to any motor vessels longer than 24 m.

SENSITIVE AREA

In the 2 NM wide sea area surrounding the perimeter of the "Cinque Terre" MPA (*fig. 7*), all merchant vessels of over 500 GT are prohibited navigation, anchorage and stay, under the same rules applying to the marine protected area.

PORTO VENERE MARINE RESERVE

Porto Venere Marine Reserve (*fig. 8*) lies between the western side of Palmaria island and the line joining the following points:

A) 44 °02 ' 58.4 " N 009 °50 ' 21.1 " E D) 44 °01 ' 11.5 " N 009 °51 ' 01.3 " E
B) 44 °03 ' 02.0 " N 009 °50 ' 21.1 " E E) 44 °01 ' 34.5 " N 009 °51 ' 33.3 " E
C) 44 °02 ' 48.3 " N 009 °49 ' 55.1 " E F) 44 °02 ' 02.5 " N 009 °50 ' 50.0 " E

This area includes a number of zones which are subject to different constraints; navigation in the whole area is interdicted to merchant ships, recreational craft and any motor vessels longer than 24 m.

SPECIAL AREAS

ANCHORING GROUNDS – INNER ROADSTEAD			ANCHORING GROUNDS – OUTER ROADSTEAD				
IDENTITY	COORDINATES	REMARKS	IDENTITY	COORDINATES	POSITION FROM LANDMARK	RADIUS (m.)	REMARKS
India 1 (Pezzino)	Lat 44°04.362' N Long 009°50.761' E	(1)	Echo 1	Lat 44°03.321' N Long 009°51.090' E	308° Torre Scuola 0.37 NM	250	
India 2 (Panigaglia)	Lat 44°04.722' N Long 009°50.611' E	(2)	Echo 2	Lat 44°03.401' N Long 009°52.400' E	065° Torre Scuola 0.7 NM	500	
India 3 (Fezzano)	Lat 44°04.962' N Long 009°50.101' E	(1)	Echo 3	Lat 44°03.881' N Long 009°52.470' E	041.5° Torre Scuola 1.05 NM	300	(1)
India 4 (Nord)	Lat 44°05.802' N Long 009°50.421' E		Echo 4	Lat 44°04.061' N Long 009°52.940' E	047° Torre Scuola 1.4 NM	300	(1)
India 5 (Morin)	Lat 44°06.092' N Long 009°49.931' E		Echo 5	Lat 44°03.941' N Long 009°53.560' E	061° Torre Scuola 1.72 NM	500	
India 6 (Inma)	Lat 44°05.832' N Long 009°50.991' E		Echo 6	Lat 44°03.431' N Long 009°54.420' E	081° Torre Scuola 2.11 NM	500	
India 7 (Tre Boe)	Lat 44°05.412' N Long 009°51.141' E		Echo 7	Lat 44°02.901' N Long 009°54.620' E	095.5° Torre Scuola 2.25 NM	500	
India 8 ("C")	Lat 44°05.062' N Long 009°51.221' E	(3) (4)	Echo 8	Lat 44°02.411' N Long 009°54.180' E	110° Torre Scuola 2.04 NM	500	
India 9 (Muggiano)	Lat 44°04.972' N Long 009°51.781' E		Echo 9	Lat 44°03.041' N Long 009°53.440' E	092.5° Torre Scuola 1.4 NM	926	(2)
India 10 (Pertusola)	Lat 44°04.992' N Long 009°52.221' E		Echo 10	Lat 44°03.691' N Long 009°52.970' E	061° Torre Scuola 1.2 NM	300	(3)
(1)	Intended for use by warships and merchant ships previously cleared by "MARINA NORD".		Echo 11	Lat 44°01.941' N Long 009°55.040' E	115° Torre Scuola 2.8 NM	500	
(2)	Except in special circumstances, it may only be assigned in daylight to LNG carriers intending to operate at the "Panigaglia" GNL Italia jetty.		Echo 12	Lat 44°02.391' N Long 009°55.440' E	104.5° Torre Scuola 2.95 NM	500	
(3)	Intended for use by tankers - either loaded or empty and / or inerted - of over 500 GT for a stay not exceeding 48 hours, under permission by the Harbour Office with prior advice by the harbour chemical advisor. In case of bad weather, the Harbour Office may grant anchoring at a distance of not less than 1,000 meters from the shore to other tankers of less than 500 GT, either loaded or empty but not degassed or inerted.		Echo 13	Lat 44°01.741' N Long 009°56.540' E	110.5° Torre Scuola 3.9 NM	500	
(4)	Anchoring ground intended for use by ships subject to health isolation.		Echo 14	Lat 44°01.441' N Long 009°55.940' E	117.5° Torre Scuola 3.6 NM	500	(2)
			(1)	Anchorage for use in bad weather by vessels not exceeding 130 m, with a stay not exceeding 48 hours, save extension if bad weather persists.			
			(2)	Anchorage for use by vessels carrying - or having carried - harmful either liquid or gaseous substances in bulk; under exceptional circumstances, anchoring by an additional vessel of the same type may be allowed in the outer roadstead.			
			(3)	Anchorage for use by ships subject to health isolation.			
				Vessels authorized to anchor in anchoring positions in the outer roadstead shall keep inside the safety circles, as defined by the radius in the table.			

**SHIPS AT ANCHOR SHOULD MAINTAIN CONTINUOUS WATCH ON
VTS RADIO WORKING FREQUENCIES**

TRAFFIC SEPARATION SCHEME – TSS

A traffic separation scheme is established in and out of the harbour as follows.

- **Precautionary Area**, within which inbound and outbound vessels shall properly maintain their own starboard side, defined by the line joining the following points:
 - A. 44°04.016' N – 009°51.070' E [Beacon Light (Fanale EF - 1725)];
 - B. 44°02.980' N – 009°51.760' E;
 - C. 44°02.990' N – 009°51.990' E;
 - D. 44°03.110' N – 009°52.120' E;
 - E. 44°04.130' N – 009°51.360' E [Beacon Light (Fanale EF - 1730)].
- **Traffic gathering zone**, defined by the line joining the following points:
 - F. 44°01.150' N – 009°55.690' E;
 - G. 44°01.150' N – 009°56.910' E;
 - H. 44°00.160' N – 009°55.540' E;
 - I. 44°01.010' N – 009°55.540' E.
- **Inbound traffic lane** ("Rotta di Mezzo"), defined by the 300 m wide channel, the axis of which is the line joining the following points:
 - L. 44°03.046' N – 009°52.050' E (Precautionary Area limit);
 - M. 44°00.790' N – 009°56.120' E.
- **Outbound traffic lane** ("Rotta di Ponente"), defined by the 300 m wide channel the axis of which is the line joining the following points:
 - N. 44°02.980' N – 009°51.880' E (Precautionary Area limit);
 - O. 44°01.580' N – 009°52.190' E.
- **Two-way traffic lane** ("Rotta di Levante"), defined by the 200 m wide channel the axis of which is the line joining the following points:
 - P. 44°04.810' N – 009°52.830' E (Eastern Fairway "Passo di Levante" obstructions located in the centre of the);
 - Q. 44°02.035' N – 009°57.430' E.

LANDING AT THE PORT (Fig. 9, 10, 11)

Merchant vessels may land at La Spezia harbor as long as they comply with the relevant international provisions for safety of navigation and collision prevention (i.e. COLREG '72), as well as with the relevant by-laws.

Smaller vessels (ships of up to 300 GT and recreational craft) shall give way to merchant vessels and warships bound for / coming from La Spezia harbour or "Duca degli Abruzzi" dock.

INBOUND TRAFFIC LANE ("ROTTA DI MEZZO")

All merchant vessels of over 500 GT bound for La Spezia harbour shall enter the inbound traffic lane "Rotta di Mezzo", passing through the line joining points G. and H. in the "traffic gathering zone".

Merchant vessels should keep on the middle line of the inbound channel as far as 500 (five hundred) m before the passage, then pass through by keeping on their starboard side.

Vessels intending to reach an anchoring ground in the outer roadstead shall follow the "Rotta di Mezzo" till the assigned anchoring position.

Ships intending to move from an anchoring ground in the outer roadstead to the inner roadstead or into the harbour shall do so following the "Rotta di Mezzo", and in this case they will not be required to pass through the "traffic gathering zone", provided that they have beforehand been cleared by La Spezia VTS.

Vessels leaving their anchoring grounds towards any destinations other than La Spezia and needing to cross the "Rotta di Mezzo" shall get prior clearance by La Spezia VTS.

All the vessels transiting in the "Rotta di Mezzo" (which partly lies across the T 803 military drills area) shall navigate with strong caution, making sure beforehand that the area is clear. To this end, they shall comply with the information contained in the appropriate navigational warnings (Avurnav), the instructions given by La Spezia VTS and the warships that might be patrolling along the side limits of the area.

In the event of military drills – priorly regulated by an order of interdiction to navigation issued by the Harbour Master and included in the pertinent navigational warnings - occurring in the sea areas lying in the "Rotta di Mezzo", inbound and outbound vessels shall pass west of the interdicted area.

OUTBOUND TRAFFIC LANE ("ROTTA DI PONENTE")

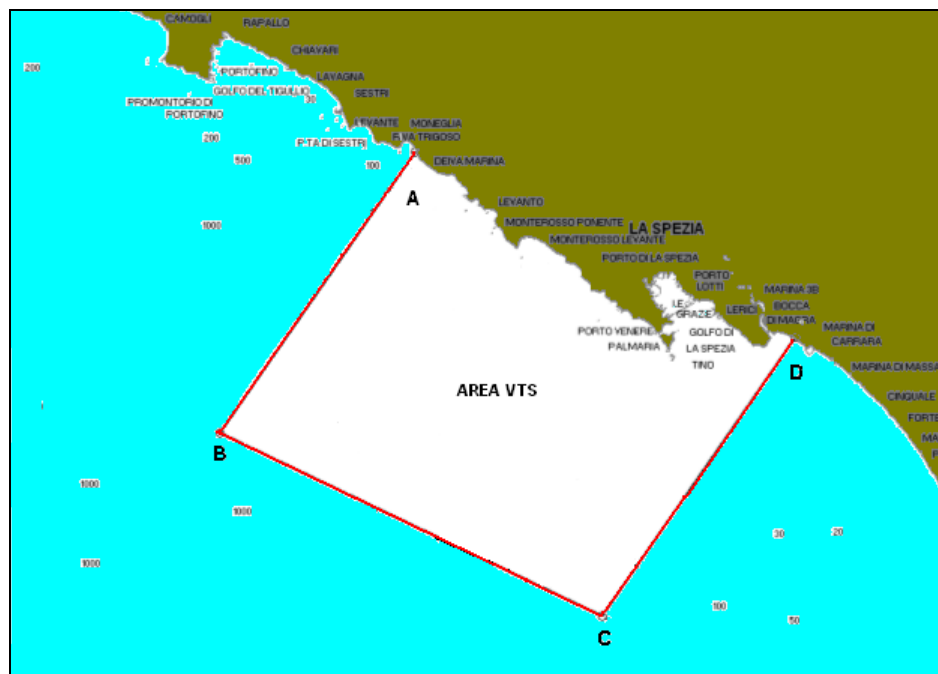
All merchant vessels of over 500 GT leaving La Spezia harbour shall follow the outbound traffic lane ("Rotta di Ponente").

In the event of military drills – priorly regulated by an order of interdiction to navigation issued by the Harbour Master and included in the relevant navigational warnings - occurring in the sea areas lying in the "Rotta di Ponente", inbound and outbound vessels shall pass west of the interdicted area.

TWO-WAY TRAFFIC LANE ("ROTTA DI LEVANTE")

The two-way traffic lane ("Rotta di Levante") may be used by warships and merchant vessels - coming from or heading south – of up to 500 GT and with a draught of less than 5 m, as well as by minor ships and recreational craft.

PORT SERVICES	SECURITY
<p>PILOTAGE Pilotage in La Spezia harbour is mandatory for vessels of over 500 GT on their entering, leaving and moving within the port. VHF shore-based pilotage can be requested by vessels not requiring tugs, such as: vessels of up to 2000 GT, departing ferries with several monthly landings, departing liners of up to 1500 GT, HSC of up to 5000 GT departing on a daily basis. Compulsory pilotage area – Pilotage is mandatory in the area between the coastline and the line joining “Torre Scuola” (west) and “Castello di Lerici” (east). Pilot service may also be made mandatory beyond this limit in such an area as established by the Harbour Master for vessels beside tankers for transhipment or lightening operations. Inbound vessels proceeding to the moorings - Vessels subject to mandatory pilotage, when proceeding to the inner roadstead and/or to the moorings should contact – well ahead of time, by VHF radio (channel 14) – the Pilot station, informing of their ETA at the roadstead and requesting for the needed guidelines for landing. The pilot should be boarded so as to allow him to reach the bridge before a vessel enters the compulsory pilotage area or, if at anchor or moored, before moving the ship. Inbound vessels shall give way to the outbound. Outbound vessels – Vessels subject to compulsory pilotage shall board the pilot before unberthing, and disembark him when reaching the line joining “Torre Scuola” and “Castello di Lerici”; a pilot may even be disembarked before this position if ordered so by the shipmaster, provided that it has been made sure that no obstacles might constrain the vessel's movement, except in case of bad sea. Reaching the anchoring grounds - Vessels intending to drop anchor in an anchoring ground should contact – well ahead of time, by VHF radio (channel 14) – the Pilot station, informing of the ETA at the roadstead. Information on the assigned anchorage should requested to the Port Authority.</p> <p>TOWING Towing service is carried out by the “Rimorchiatori Riuniti Spezzini” company. Vessels requiring tugs should contact – well ahead of time, by VHF radio (channel 14) – the tugs company, informing of their ETA at the roadstead or of the scheduled departure time. The service is optional, except it is made mandatory by the Harbour Master under special circumstances (e.g. for certain types of vessels in case of bad weather).</p> <p>MOORING Mooring service is carried out by the local linesmen group (“Gruppo Ormeggiatori”) and is mandatory for all vessels of 500 GT and upwards. Vessels should contact – well ahead of time, by VHF radio (channel 14) – the local linesmen group informing of their ETA at the harbour or of the scheduled departure time.</p>	<p>In accordance with the existing security rules in force, ships intending to enter the harbour are required to provide, at least 24 hours - unless stated otherwise - prior to their arrival, the designated information by filling in the ISPS “<i>Ship pre-arrival security information form</i>”. In case the form has not duly been submitted or corrected (if wrong), a vessel may be denied access to the port by the Harbour Master.</p> <p>Level 1 security has been established in La Spezia harbour, and the following port facilities (each shown with its own respective IMO Class number reported beside) have been identified, with the relevant instructions listed below,:</p> <ul style="list-style-type: none"> ○ ITSPE-0001 – La Spezia Container Terminal (LSCT) ○ ITSPE-0003 – Terminal del Golfo ○ ITSPE-0004 – Terminal Enel produzione ○ ITSPE-0005 – Terminal GNL Italia ○ ITSPE-0007 – Terminal La Spezia cruise facility ○ ITSPE-0011 – Molo Italia ○ ITSPE-0012 – Speter S.p.A. <p>Access to these terminals by ships subject to the ISPS code is under special rules and restricted to those specifically authorized only. Whereas security surveys reveal uncompliances or deficiencies, the following measures can be taken as a part of the mandatory procedure:</p> <ul style="list-style-type: none"> ○ correct all the deficiencies before entering the roadstead or the harbour; ○ proceed to a specific location for inspection; ○ denied access to the harbour.



A. lat. 44°13'.8 N	long. 009°29'.7 E	C. lat. 43°46'.0 N	long. 009°45'.2 E
B. lat. 43°57'.0 N	long. 009°13'.5 E	D. lat. 44°02'.7 N	long. 010°01'.2 E

Fig. 1 – VTS Area



Fig. 2 – VTS Precautionary Area

NOT TO BE USED FOR NAVIGATION

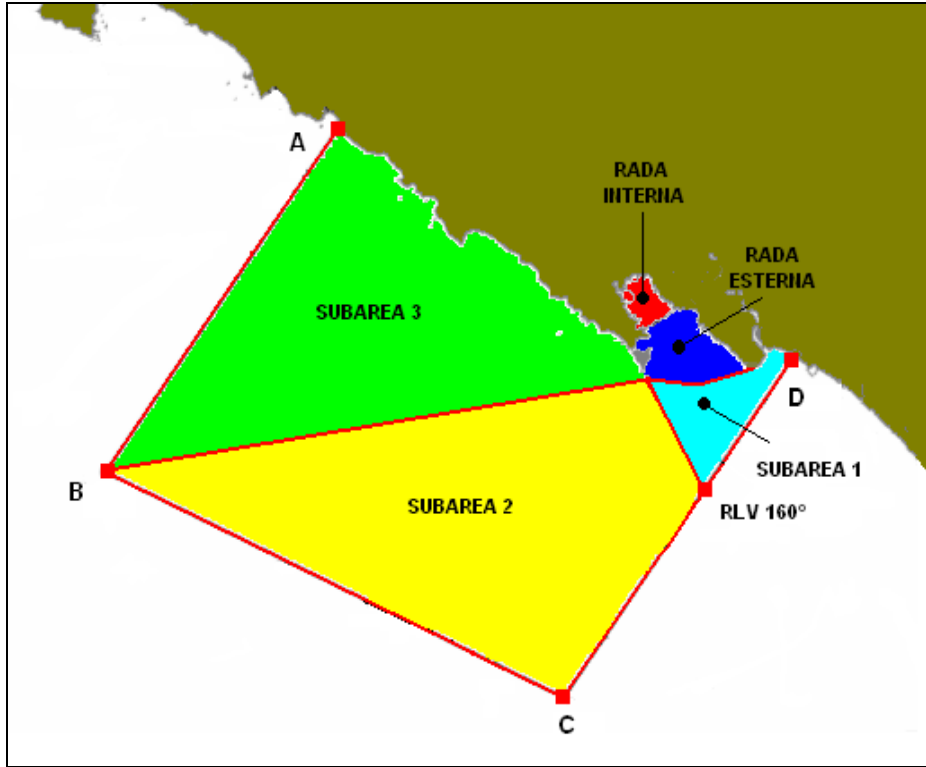


Fig. 3 – VTS Subareas

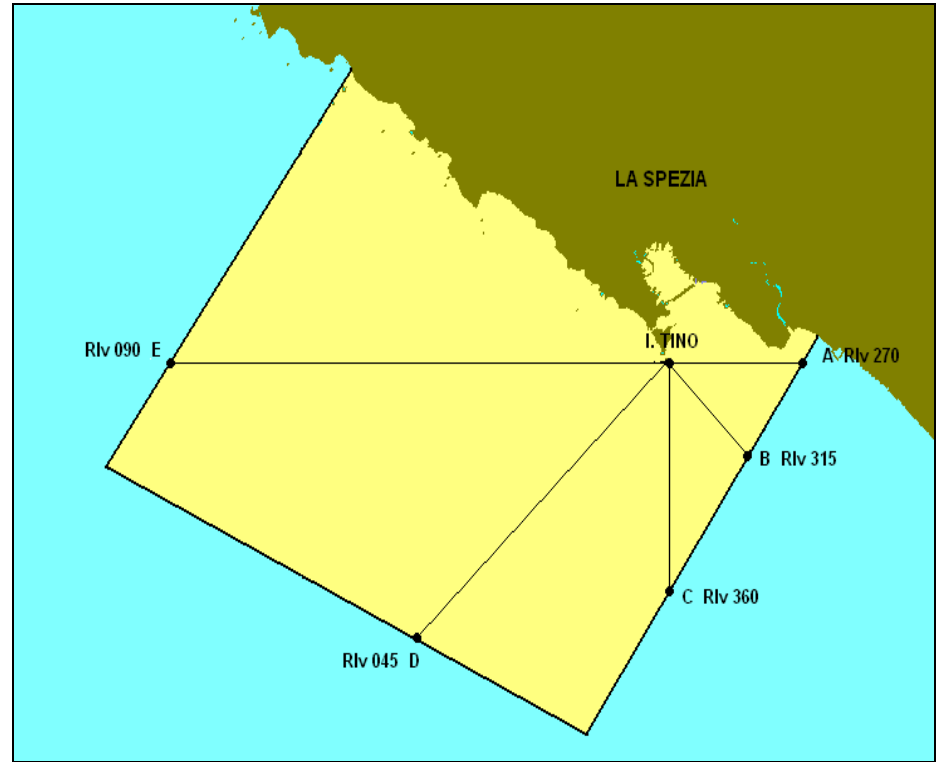


Fig. 4 – Vessel Reporting Points

NOT TO BE USED FOR NAVIGATION

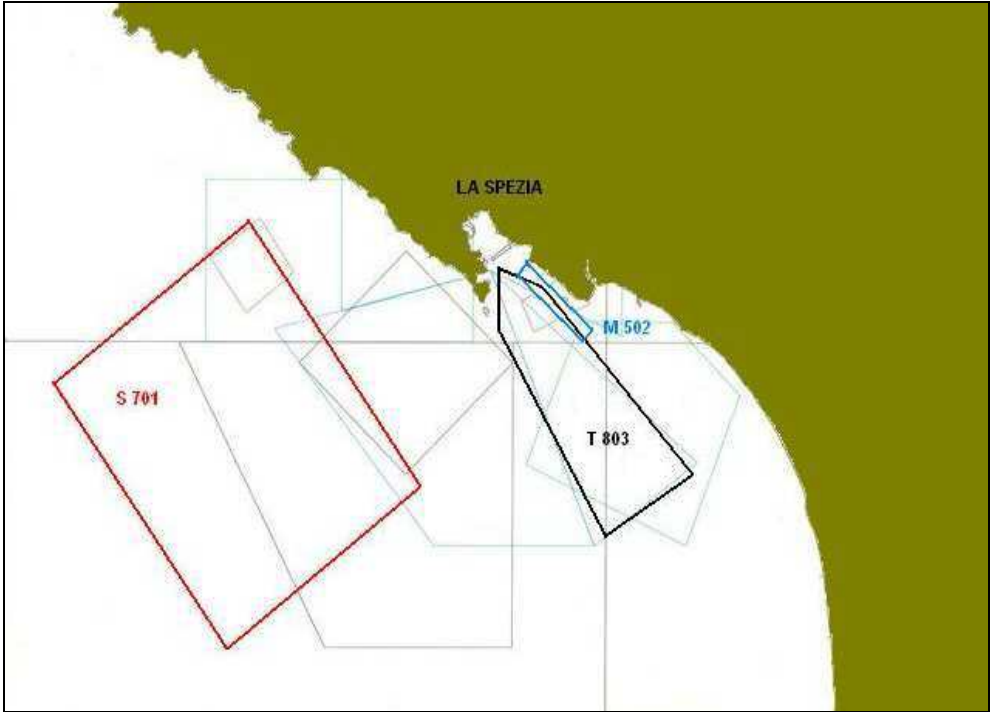


Fig. 5 – Military Drills Zones

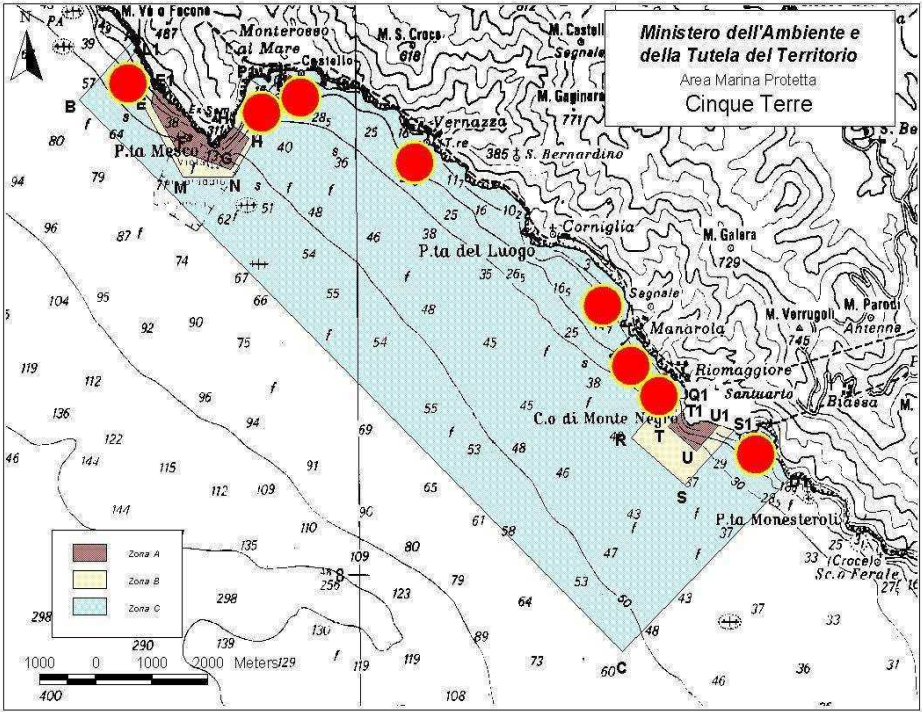


Fig. 6 – Cinque Terre Marine Protected Area

NOT TO BE USED FOR NAVIGATION

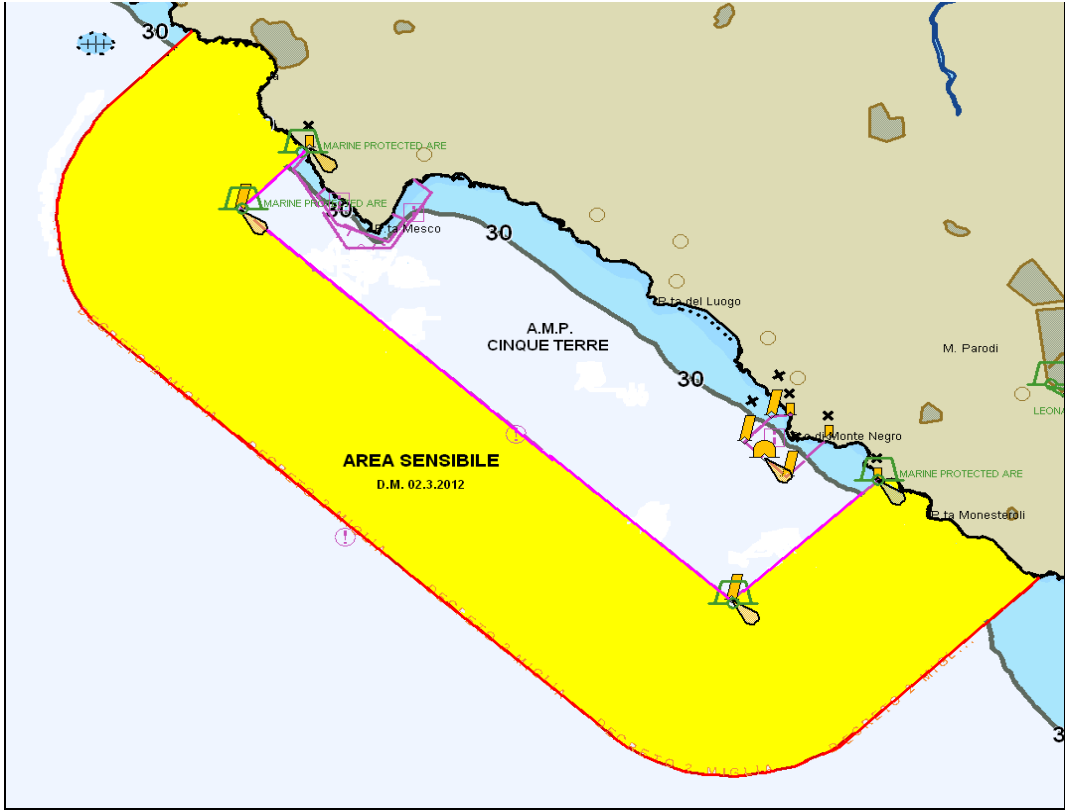


Fig. 7 – Sensitive Area



Fig. 8 – Portovenere Marine Reserve

NOT TO BE USED FOR NAVIGATION

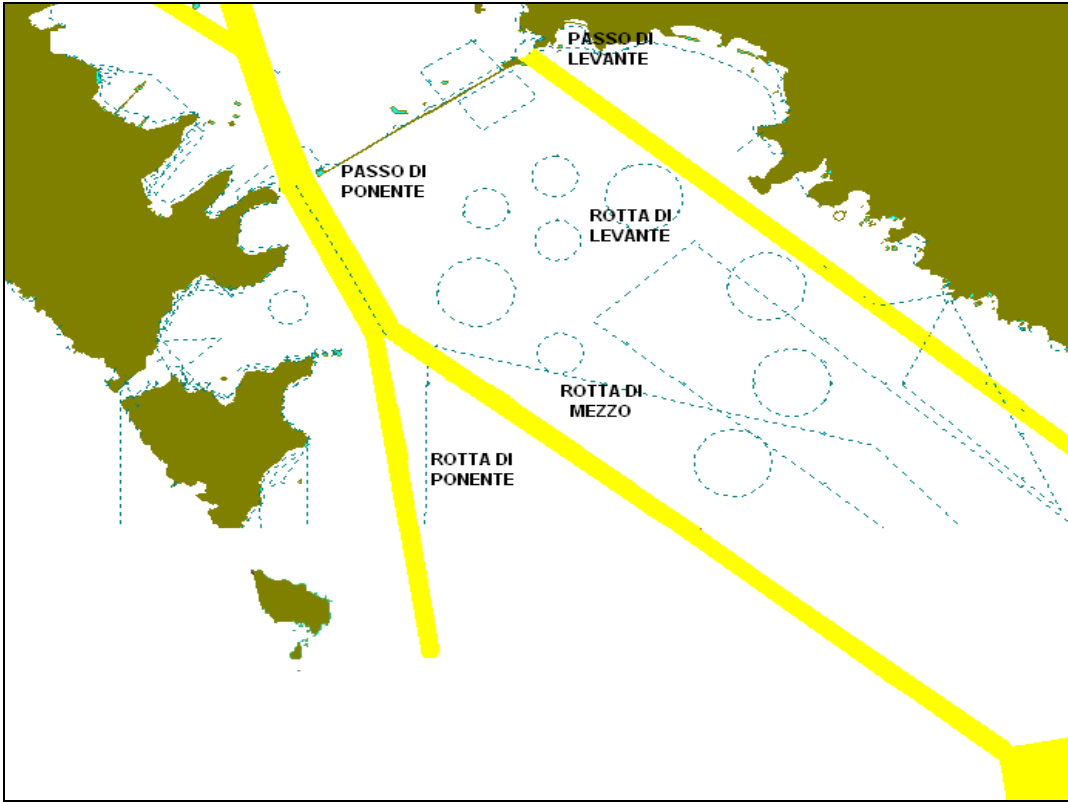


Fig. 9 – Traffic Separation Scheme (TSS)

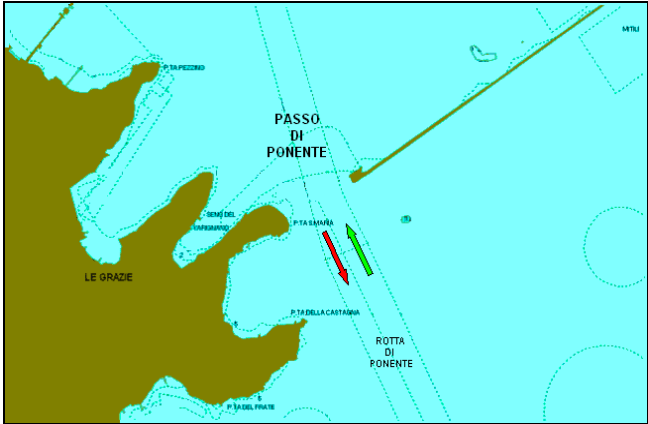


Fig. 10 – “Passo di Ponente”

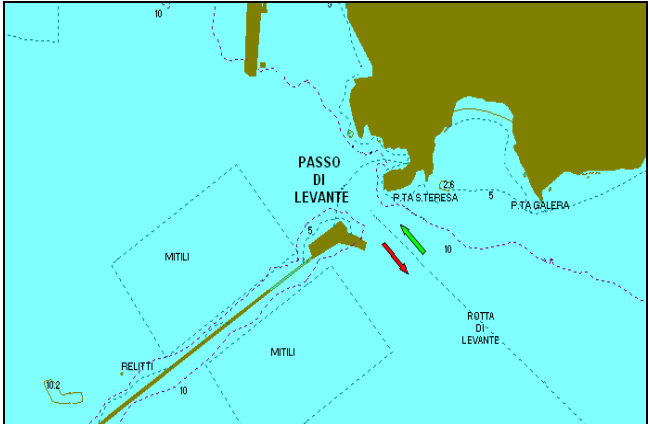


Fig. 11 – “Passo di Levante”

NOT TO BE USED FOR NAVIGATION