Transport Malta

PLACES OF REFUGE

GENERAL

Transport Malta

Places of Refuge

Introduction

A place of refuge may be requested by a vessel's Master, owner or agent, or by a salvor that at the time may be in possession of a salvaged vessel, which vessel is in need of assistance. Therefore this document may be applied to either a vessel which is in distress but still fully manned and at the time under the Master's/owner's responsibility as well as to an unmanned vessel which at the time is either under tow or under the responsibility of a salvor.

One of the main factors which would determine if a place of refuge is available and can be considered is the condition of the weather.

Weather forecasts and actual conditions are available on various websites, with coverage being both local and general. Notwithstanding this the Meteorological Office at MIA, being also Malta's official weather service, is the best source in view that:

- experience shows that it is reliable
- a good working relationship already exists
- it gives localised marine forecasts with a 50NM radius
- we can rely on the service especially in emergencies
- foreign ports are at 50NM to 200NM away and weather situations can differ considerably due to distance and local phenomena

In this respect weather information would cover Maltese islands, ports and approaches.

In view of the above Masters of vessels can only be informed on local conditions and forecasts restricted to a 50NM radius. Furthermore although MIA weather stations giving current weather conditions in different parts of the coast are installed and can be viewed on line no information regarding wave heights exists at present.

The Authority does not have the resource and facility to monitor other member states' waters; as stated the closest ports are 50NM away (Sicily), but the Met Office would be able to assist in this matter.

Initial reporting

It has to be ascertained if a SAR operation was involved and if yes confirmation that it has been completed and also if the situation is under control and/or what actions need to be taken to stabilise the situation.

Contact is to be established between the National Competent Authority (NCA) and the person who at the time is responsible for the ship requesting assistance. This person could be:

- Master
- Salvor, shipowner, operator or charterer
- Company DPA
- Ship's agent
- Any other person who would be in charge of the ship at the time and as recognised by national law

The request is to be clear to ensure that the reason is clearly identified. Details of the incident and request are to be immediately transmitted to the NCA and full details and all necessary information are to be submitted accordingly.

For such a decision to be effective and in good time the necessary information is to be submitted to the NCA without delay. This information should be in a checklist format where details are just filled in.

The details should include at least the following standard information:

- Ship's details and particulars, including ship type, propulsion, Flag etc
- Number of crew
- Number of passengers, if any
- Any injuries and/or medical assistance required
- Details of owners, charterers, operators as applicable
- Details of cargo owners
- Quantity and type of cargo
- Quantity and type of dangerous goods (DG) if any
- Stowage plan
- Nature of distress and reason for request indicating clearly type of damage and location on board
- Stability information

- Classification society
- Agents
- Ship's P&I Club
- Cargo & bunkers civil liability cover as applicable
- Hull & Machinery cover
- Nature of distress and reason for request

This information should be in checklist and standard format as per **Annex III** and may be compiled by the person receiving the request. Any other information that the Authority requires to address any particular requirements and to ensure compliance with local legislation is to be on a separate sheet.

The NCA is responsible to decide if a Place of Refuge is to be allocated or not. Such a decision has to be taken in good time especially if a disaster has to be averted, therefore the information has to be factual and accurate.

The NCA is to ensure that, from the information it has in hand, the situation is under control and is to establish confirmation of who is responsible for the ship at that time.

Information gathering and availability of resources

The person responsible for the ship is to advice what resources are available on board and what resources and external assistance are required to deal with the incident. Type of equipment such as salvage pumps, barges cranes etc, are to be clearly indicated to assist the NCA in sourcing the necessary service providers.

All information received is to be checked against all available means such as SafeSeaNet and THETIS and any other available systems such as MAR-ICE and MAR-CIS databases in the case when chemicals are involved.

Master/Salvor obligations

The master and/or salvor are responsible for the safety of the crew, ship and third parties including property. It is therefore imperative that correct and reliable information is given to the NCA when a request is made. The Master's assessment is to preferably be in a table standard rated 1 to 5 (least to most dangerous) to the best of his knowledge (as agent of owner and cargo interests. The master's assessment will be used to enhance the risk assessment made by the NCA.

It is critically important for a master, owner and/or salvor to provide the NCA with correct/accurate information as this will help make correct decisions for the benefit of all. Therefore incorrect, inaccurate or misleading statements, especially in matters which can have a negative safety and/or environmental impact, which are made by the person responsible for the ship, shall render the same person liable. It is imperative that no person/s is to withhold information from the Authority.

Formal Request for a Place of Refuge

The initial formal request is to be made to the NCA using the quickest and most efficient means available. The request can be made using any of the communication means as indicated in **Annex II**.

The verbal request is to be followed in writing giving all the necessary details as indicated in the previous paragraphs. This communication can either be presented in hard copy or via email in pdf format. All conditions would be clearly laid down to ensure that all parties understand and agree to what has been presented and duly signed by the parties involved. Such form is to also include a financial undertaking by the person responsible for the ship to make good for any claims by 3rd parties as indicated in **Annex IV**.

Assessing the situation

- Wind and sea limits are to be set. The operational envelope for vessels under their own power is laid down in the Port Safety Study Best Practice manuals for Valletta and Marsaxlokk.
- In the case that the wind and sea limits are exceeded a general traffic overview of the coastal area would be taken from the VTS.
- One would then, advice vessels in the area of the weather conditions. This would compliment the information received by each individual vessel on NAVTEX which includes navigational and weather warnings.
- Vessel would be informed of the hazards that may be expected during those weather conditions.
- All terminals and facilities will be sent copies of any navigational/weather warnings to be passed to the individual vessels' Masters and advice them of the hazards that may be present.

All communication with vessels will be done through VTS.

Other decisions such as port closures and if necessary sending vessels out to sea would be a decision, which would have to be based on the conditions at the time.

In view of the weather conditions the Authority will identify areas, which could be used for the sheltering of vessels.

Due to the size and constraints of the coast each vessel has to be dealt with individually. It is impossible to select a place, which may cater for all situations. Each request will be dealt with on its own merits.

A list of places such as St Paul's Bay, Anchor Bay, and off Delimara/Marsaxlokk would serve as a general guideline for consideration. A decision would then be made on the best suitable place to use for a vessel requesting shelter or refuge. Any terminal within Valletta or Marsaxlokk would also be considered, as this could also be a determining factor to allocate a place of refuge for a vessel in distress.

Factors to consider would be:

- type of vessel
- nature of request
- type of cargo
- environmental effects in case of grounding/spillage
- type of assistance required
- availability of service providers
- availability of tug assistance

One important factor to point out is that under certain inclement conditions vessels will not be allowed to leave or enter harbour without the services of a pilot and tugs where applicable. In such circumstances there would be no alternative but to declare the ports unsafe for vessel movements except within the port itself. Again this would have to depend on the type of move and the individual vessel.

Contact with the vessel's owners and classification society and/or salvor is to be made as early as possible to obtain all the information that is required. This would enable the Authority to assess the situation and action required. Other agencies such as AFM (SAR), Civil Protection Department and MEPA are to be alerted to ensure that the emergency services are put on standby for any eventuality. REMPEC is to be also immediately notified especially if the vessel is carrying hazardous substances.

If deemed necessary contact is to be established with the vessel's last port of call and if this being an EU port, then all hazardous cargo information is to be obtained through the SafeSeaNet (SSN) system. The vessel's next port is to be also notified.

The following would be the detail required from the vessel's Master, owner or salvor. The information is to be either in writing or by recorded message.

- Type of distress (fire, collision, etc)
- Seaworthiness of the vessel, stability, propulsion etc
- Condition of cargo
- Vessel's position
- Total crew and persons, state (injuries etc) and nationality in case interpreters are required
- Type of insurance coverage with full details
- Any salvage agreements in place
- Owner's designated person and/or agent in Malta

A team of experts from various fields is to be set up (this may include pilots' and tug operator designated persons). The role of this team would be to give advice on the situation and if necessary would be required to board the vessel to obtain first hand information and relay it to the Authority. This information could then be used to evaluate the situation.

Place of Refuge

The main decision would have to be based by evaluating the risk either for the ship remaining at sea or by allocating a place of refuge. This would include:

- the risk to human life both on the vessel and on land
- pollution risk
- effect on the port or terminal if the vessel is to be enter harbour
- the effect on other neighbouring countries

When a decision is taken and the place would be identified as a port, terminal, repair facility or anchorage, the Master, owner or salvor, as the case may be, is to place a guarantee (or undertaking) in favour of the Authority to ensure that all operational expenses are covered and to hold the Authority free from any liability [Annex IV].

Communications

All communication with the vessel will be made through MAS (RCC/VTS) on the allocated emergency/working channels.

Contacts

As indicated in Annex II

Selecting the Place of Refuge

As already stated the Maltese islands have a very limited coastline therefore apart from the two main harbours of Valletta and Marsaxlokk the designated bunkering areas around the coast together with St Paul's Bay and Anchor Bay may be considered. The five bunkering areas had been identified on the holding ground criteria and flexibility to use in the different weather conditions as bunkering operations are only allowed on the lee side of the island. There are occasions though that under certain conditions such as during south east winds shelter may be very limited.

There are also occasions where operational vessels cannot enter either of the main harbours in inclement weather due to suspension of pilotage and/or tug services. In this case therefore a disabled vessel would not be able to enter any of the harbours due to the fact that no assistance would be available.

Valletta

The port of Valletta is Malta's main harbour where most domestic cargo is discharged. Valletta also caters for the cruise and ferry industry where apart from the regular daily and weekly Ro-Ro and passenger ferry operations some of the largest cruise liners call at this port.

Within Valletta lie also yacht marinas and one of the largest ship repair facilities in the Mediterranean with five graving docks the largest one capable of accommodating vessels up to about 330m in length, together with another two privately owned small ship repair facilities having a number of small floating docks.

There are various berths, which can accommodate different types of vessels. In addition a fleet of bunker barges operates from this port, therefore there would be adequate backup in case of a tanker where a cargo transfer would be necessary. These include two EMSA oil response vessels (as on July '14) which can be deployed at the request of a MS to ERCC in Brussels.

Although the harbour itself is sheltered the entrance can be very dangerous and risky in north easterly weather conditions.

Marsaxlokk

The port of Marsaxlokk lies on the south east tip of Malta with the main activity being container transhipment.

There are a number of petroleum facilities as this is the main port where petroleum products are handled. Tankers up to 250m LOA with a draft up to 15m can be accommodated on two berths. Storage facilities of about 560,000cbm are available at different terminals.

The container terminal on the other hand can accommodate vessels up to 400m LOA with a draft up to 15.5m.

This harbour is exposed to easterly weather and certain berths cannot be used as they are exposed. Therefore in such conditions berths are limited.

Vessels in distress may be accommodated in any of the above ports and subject to berth availability an operational vessel may be made to leave harbour to vacate a berth. In case of inclement weather conditions where the ports may be affected, under normal circumstances pilotage and tug services are suspended. In such cases operational vessels would have to wait outside harbour until weather conditions improve. Smaller vessels can be allowed to

pick up pilot inside the harbour entrance with tugs making fast once the vessel is in. This therefore means that a disabled vessel would not be able to enter, as there would be no assistance whatsoever. Therefore in such a case the disabled vessel would be accepted at one of the anchorage positions along the Maltese coastline. It is pertinent to point out that in strong south easterly winds shelter is very limited and there is also the possibility that both the main harbours would be closed for traffic due to the reasons mentioned above.

St Paul's Bay

This bay is facing north east and has good holding ground. There are no facilities as this bay is mainly within a pleasure and tourist area whilst it is surrounded by residential areas along the coastline. Two fish farms are also found in this Bay.

Water depths in this bay are between 20m and 30m thus sizeable vessel may anchor to affect temporary repairs or conduct lightering operation from a loaded tanker.

Bunkering Area 1

This area lies to 1.5NM north of St Paul's Bay and gives good shelter for winds in the south-south east to west sector. Close to the south of this area lies one of the largest tuna aquaculture zones.

Bunkering Area 2 (Note: No longer in use but may be considered in an emergency)

This area lies 1NM north east of Zonqor Point and gives good shelter for winds in the west to south west sector. The coastline off this area is surrounded by residential areas.

Bunkering Area 3

This area is 9NM to the east of Malta and is in open waters. Although no shelter exists it can be considered in the summer months when calm weather prevails and no shelter is required. This would also depend on the type of request being made and would be allocated after evaluating the weather conditions for the period.

Bunkering Area 4

This area lies off the port of Marsaxlokk and gives the best shelter for northwest winds. As with Area 1 on the inland side one finds an aquaculture zone for different species including tuna.

Bunkering Area 6 / Anchor Bay

This area lies about 0.75NM northwest of Ras il-Wahx on the northwest coast of Malta. This area is very close to a Marine Nature Reserve. This area gives the best shelter for winds from the north easterly sector.

Allocating the Place

Certain details must be transmitted to the Authority to assist it in determining the correct course of action. Prior to considering the allocation of a Place of Refuge the Master, owner or salvor (the person having control of the vessel) has to submit all the details as follows:

1. Master, owner, agent or salvor identify themselves correctly and make a request either through Valletta VTS or through RCC Malta
2. Once such a message is received the Pollution and Incident Response Unit is immediately notified
3. The general information on the vessel is submitted. This can be obtained directly from the Master, owner, agent or salvor
4. Depending on the type of incident which created the situation of distress the appropriate checklist is then compiled. The information can be obtained from the Master, owner, agent or salvor
5. Alert AFM, CPD, shipyards and other terminal operators who may be required to assist in the operation
6. Alert NCA on marine pollution to put on standby its resources
7. further information may be requested using the more detailed information as laid down in the Internal Guidelines document
8. Master, owner or salvor is to submit a guarantee/undertaking worded as per Annex IV
9. Master is to note protest in accordance with Flag State requirements
10. Service providers, such as pilots, tug operator and mooringmen are put on standby and if necessary an operational meeting held with all parties, including agent and terminal/facility operator

Note: The information required in 2 and 3 above may be submitted either in writing or by recorded radio message, in which case the person receiving the information is to compile the checklist.

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Once the necessary guarantees/undertakings from the different parties and all other information is submitted it is evaluated and depending on the individual circumstance if weather permits the best place to affect the required operation is considered.

The Authority reserves the right to inspect the vessel at any time to verify the vessel's condition.

Refusal for entry

The decision lies solely with the NCA

Notwithstanding, the collation of all the above requirements and documents it should be emphasized that situations may arise where a vessel may be refused entry.

There could be a number of reasons for refusal which may include:

- Adverse weather conditions
- Lack of sheltered area
- Lack of availability of resources
- Proximity and risk to populated areas
- Environmental concerns
- Any other reason which may be identified for that particular incident

Definitions used in this document

- AFM - Armed Forces of Malta
- Authority - Authority for Transport in Malta which is also the National Competent Authority (NCA)
- CPD - Civil Protection Department
- DG - Dangerous Goods
- EMSA - European Maritime Safety Agency
- ERCC - Emergency Response Coordination Centre, Brussels
- MAR-CIS - Marine Chemical Emergency Information Service
- MAR-ICE - Marine Chemical Information Sheets
- MAS - Maritime Assistance Service
- MEPA - Malta Environment and Planning Authority
- MIA - Malta International Airport Meteorological Office
- MS - Member State
- RCC - Rescue Coordination Centre
- RCC Malta - Malta Rescue Coordination Centre
- REMPEC - Regional Marine Pollution Emergency response Centre for the Mediterranean
- SAR - Search and Rescue
-
- VTS - Vessel Traffic Services

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LIST OF ANNEXES

Annex I	Best Practice Manuals Valletta/Marsaxlokk
Annex II	Contacts
Annex III	Checklists
Annex IV	Guarantee/undertaking – master, owner or salvor
Annex V	Notice to Mariners 35 & 47 of 2008

Annex I (a)

BEST PRACTICE MANUAL
VALLETTA

Port Safety Study
MARIN October 2006

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Abbreviations

PS	Portside
SB	Starboardside
UKC	Under Keel Clearance
ROT	Rate Of Turn
ASD	Azimuth Stern Drive (Tug-type)

1 INTRODUCTION

This document contains guidelines for several manoeuvres in the port of Valletta. The guidelines are based on the findings of the Malta Safety Study. The study is part of a EU Framework Contract with JacobsGIBB Ltd and is largely conducted at MARIN in the Netherlands.
The "Best Practice" describes:

- general manoeuvres to give more insight and,
- guidelines for manoeuvres for the several vessels to there berths in specific environmental conditions.

The manoeuvres are described by a general plot and by a schematic description divided in manoeuvring sections (approach, swing, etc).

The maximum wind conditions are based on the operational envelope after an Initial Training and are only applicable when the pilot is experienced and confident with the appropriate manoeuvre. This manual does not restrict pilots from varying the manoeuvre on the basis of their professional judgement after taking in consideration the prevailing circumstances and conditions. Vessels, other than those used in the study, may have different characteristics and may require a different approach. It is recommended that the master-pilot information exchange procedure includes the testing of the vessel's engine astern prior to commencing manoeuvre. This procedure (item 5) and other relevant items are presented in IMO Resolution A.960(23), Annex 2 and should be taken in account.

Maximum wind conditions (speed and direction) not referred to in this report must be assessed by the harbour master or other appropriate Authority personnel. The wind directions are referring to the applicable wind sector, e.g. ESE refers to the wind sector between East to South-East.

This document is the result of the outcome of the Real-Time study, Real-time simulations and simulation runs conducted by pilots as part of the Malta Safety Study. It can be envisaged as a workbook and can be altered or supplemented according to new insights for different vessels or manoeuvres.

Next to this document, a Best Practice for the port of Marsaxlokk is available.

2 GENERAL PRACTICES

2.1 Stern tug use during approach

During approach the stern tug is mainly used to break the vessel's speed. The benefit of breaking it's speed is that the vessel has a low speed in relation to it's telegraph setting. In other words, it can be steered with a higher telegraph setting compared to the same speed. This results in higher rudder forces (pressure on rudder). Therefore the vessel is better manoeuvrable. Additional, at low speeds, powerbursts are more effective.

2.2 Drift

Controlling of the drift during a swing is an important factor during manoeuvres in ports. To ensure that at the end of a swinging manoeuvre the drift is zero, the turning point of the vessel should be kept midships during the swing. This means that in general the swing should be initiated by applying a force (tugs or thrusters) *towards* the wind (for example at the bow to PS). Before the vessel will gain speed, a force is applied opposite (at the stern to SB) to continue the swing with the turning point in the centre of the vessel. Keeping the unnecessary drift under control initiated by swing means more available power for drift initiated by wind. In case the turning point can/will not be midships, one should be aware of additional drift at the end of the swing.
When the vessel has a small UKC one should be aware that the drift builds up less rapidly. This is favourable when time is needed (to relocate tugs). But once it has build up, it takes more time and power to reduce this drift. The small UKC works as extra deadweight or mass.

2.3 Valletta, ground course 260°

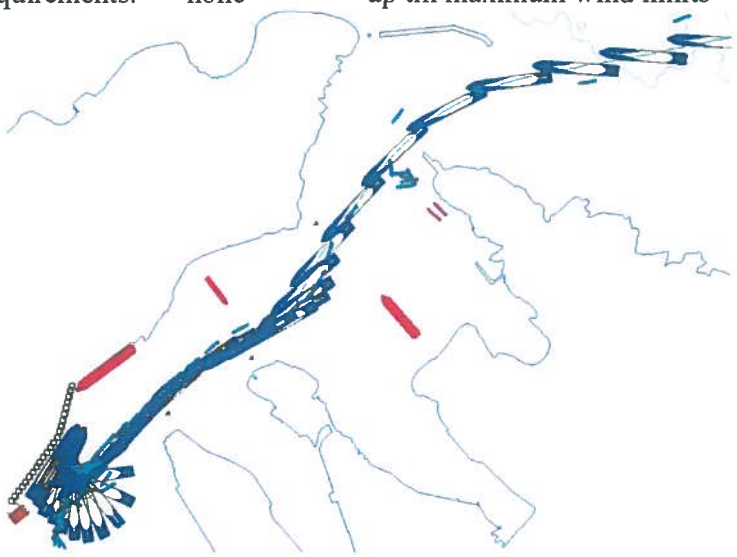
The optimal ground course during the approach of Valletta for all vessels and wind directions was found to be **260°**. Appropriate drift angles (headings) will be depending on the vessel and the wind/wave direction. The optimum is found in the approach from the east (Pilot station), wind and wave influences and ROT's when entering the breakwaters.

3 BEST PRACTICE, VALLETTA

3.1 Cruise vessel of 290m (twin propeller + twin rudder) at Pinto Wharf
Maximum wind limit: ESE 21/E 21/NW 21 knots (inside NW 16 knots)

IMPORTANT: This Best Practice is only applicable for vessels which have sufficient on board power available to control the drift without the use of tugs.

Tug requirements: none up till maximum wind limits



Approach:

- Optimal ground course 260°
- Speed at outer breakwater 7 knots
- Steering by rudder and engine use (no bowthruster)

Harbour:

- After passing the green buoy, reduce speed below 4 knots for effective bowthruster use by reversing one engine. Other engine still ahead for pressure on rudder. Be aware of the increasing drift as shown in example (keep North with NW winds, keep South with ESE winds).
- The bowthruster is only used for controlling the drift, not for steering.

Swing/alongside:

- With NW winds, one ASD tug st.by for push where necessary. Do not make fast.
- Swing towards the wind with a windward vessel in the turning basin
- Vessel in control (no drift or ROT) with a distance of one ship's width to the quay before coming alongside
- Alongside with abeam speed < 0.2 knots (fendering)

Be aware of:

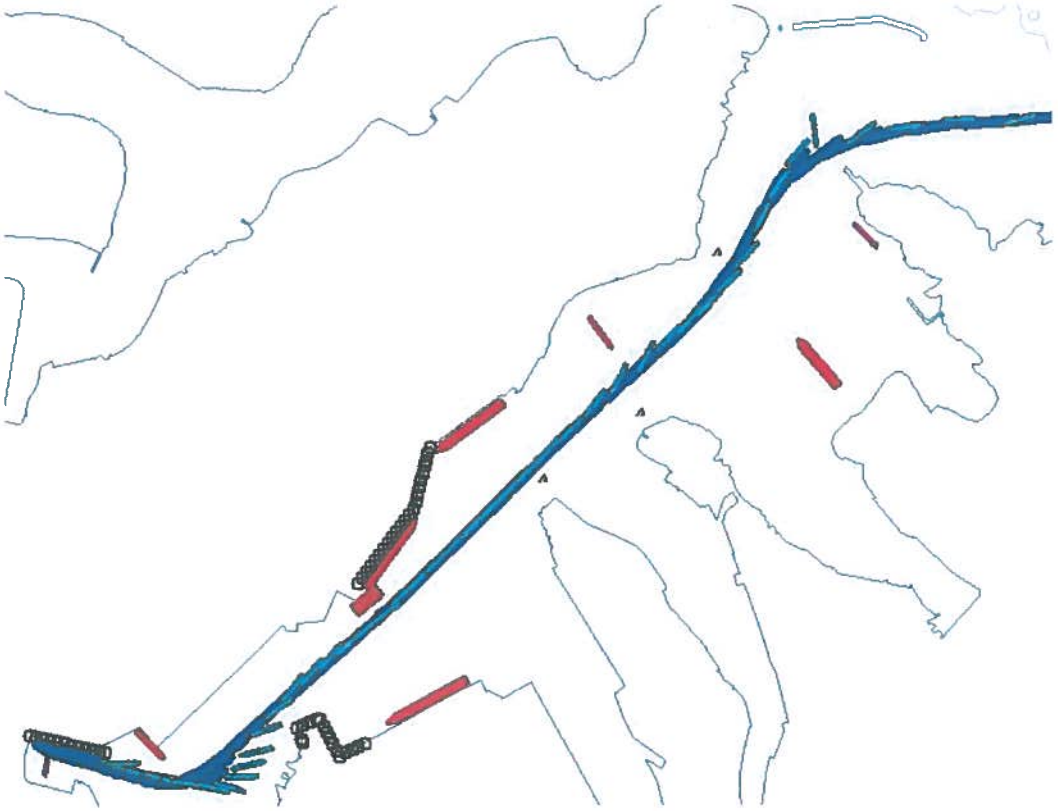
- Wind/wave moments during approach and between the breakwaters
- Speed reduction (< 4 knots) results in more drift (as shown)
- Controlling the drift abeam when coming alongside

3.2 Bulk carrier of 201m at Flagstone Wharf

Maximum wind limit: ESE 10/WSW 21/WNW 21 knots

Tug requirements:

ESE	minimum 2 tugs (30+/30+)	up till 10 knots wind
WSW	minimum 2 tugs (30+/30+)	up till 21 knots wind
WNW	minimum 2 tugs (30+/30+)	up till 21 knots wind



Approach:

- Optimal ground course 260°.
- Speed at outer breakwater 6 -7 knots
- Steering by rudder and engine use and/or by stern tug

Harbour:

- Bow tug stand by at PS shoulder
- After passing the green buoy, reduce speed below 4 knots by using the stern tug to be able to use a powerburst.

- Steering by rudder and engine use and/or by stern tug. Not by bow tug.

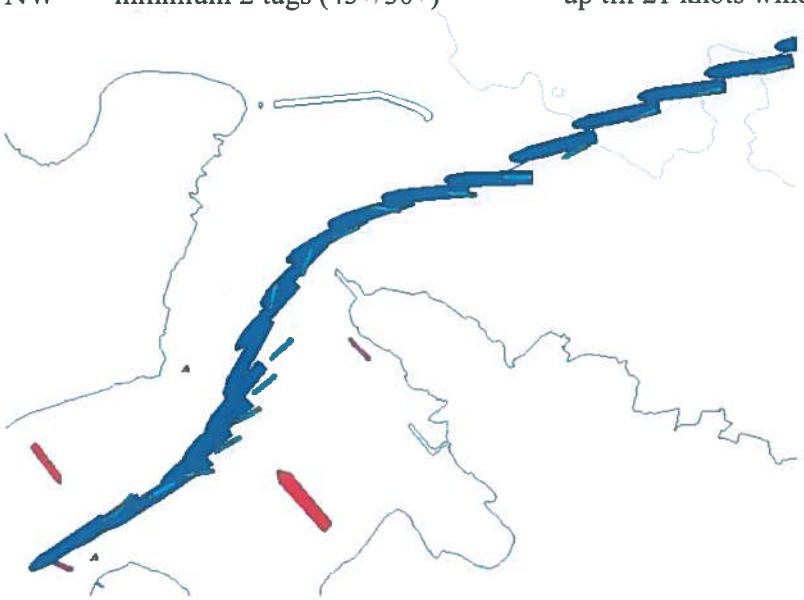
Alongside:

- Bow tug push/pull at PS shoulder

3.3 Car carrier of 212m at Magazine Wharf
Maximum wind limit: NW 21 knots

Tug requirements:

NW minimum 2 tugs (45+/30+) up till 21 knots wind



Approach:

- Optimal ground course 260°
- Speed at outer breakwater 6 - 7 knots
- Steering by rudder and engine use (no bowthruster) and/or by stern tug

Harbour:

- Bow tug stand by at PS shoulder
- After passing the green buoy, reduce speed below 4 knots for effective bowthruster use by using the stern tug and to allow bow tug to make fast.
- The bowthruster is only used for controlling the drift, not for steering.
- Steering by rudder and engine use (no bowthruster) and/or by stern tug
- Use stern tug to compensate for windwardness. Not the bowthruster.

Swing/alongside:

- Swing towards the wind in the turning basin
- Vessel in control (no drift or ROT) with a distance of one ship's width to the quay before coming alongside
- Alongside with abeam speed < 0.5 knots

Be aware of:

- Wind/wave moments during approach and between the breakwaters
- Speed reduction (< 4 knots) results in more drift
- Controlling the drift abeam when coming alongside
- Using the bowthruster to compensate for windwardness can result in the opposite effect (more drift)

Annex I (b)

BEST PRACTICE MANUAL
MARSAXLOKK

Port Safety Study
MARIN October 2006

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Abbreviations

PS Portside
SB Starboardside
UKC Under Keel Clearance
ROT Rate Of Turn
ASD Azimuth Stern Drive (Tug-type)

1 INTRODUCTION

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2.2 Drift

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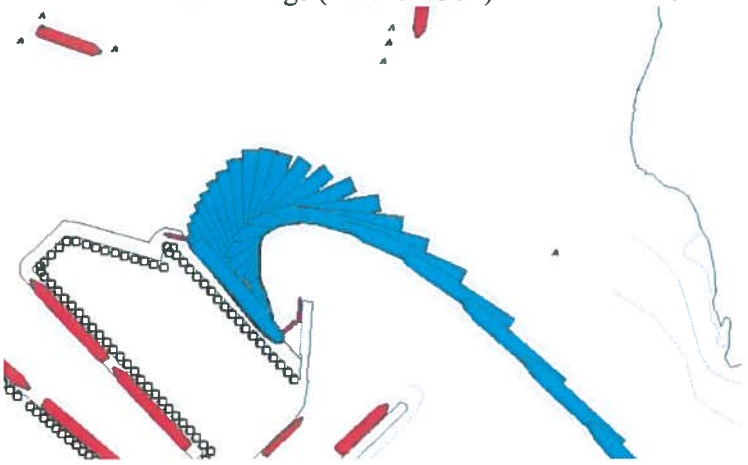
When the vessel has a small UKC one should be aware that the drift builds up less rapidly. This is favourable when time is needed (to relocate tugs). But once it has build up, it takes more time and power to reduce this drift. The small UKC works as extra deadweight or mass.

3 BEST PRACTICE FOR MARSAXLOKK

3.1 Container vessel of 347m at 2N terminal
Maximum wind limit: ESE 27/WSW 27/WNW 27 knots

Tug requirements:

ESE:	minimum 2 tugs of 45 t	up till 20 knots wind
	minimum 3 tugs (45+/45+/30+)	20 – 27 knots wind
WSW:	minimum 2 tugs of 45 t	up till 16 knots wind
	minimum 3 tugs (45+/45+/30+)	16 – 27 knots wind
WNW:	minimum 3 tugs (45+/45+/30+)	20 – 27 knots wind



Approach:

- Stern tug pulling at centre lead aft for breaking the vessel's speed at much as possible (general practice)
- Speed 2-4 knots when entering breakwater
- Steering by rudder and engine use and/or by stern tug

Swing/alongside:

- The swing is commenced when the small breakwater (terminal 2N) is abeam with a speed of around 0.5 knots.
- Bow tug / bowthruster is used to keep the bow of the vessel behind the breakwater. The stern tug together with rudder and engine use, swings the vessel around. The bow and stern tug are used to control the drift towards the quay which should kept low (general practice)..
- Steering by rudder and engine use and/or by stern tug

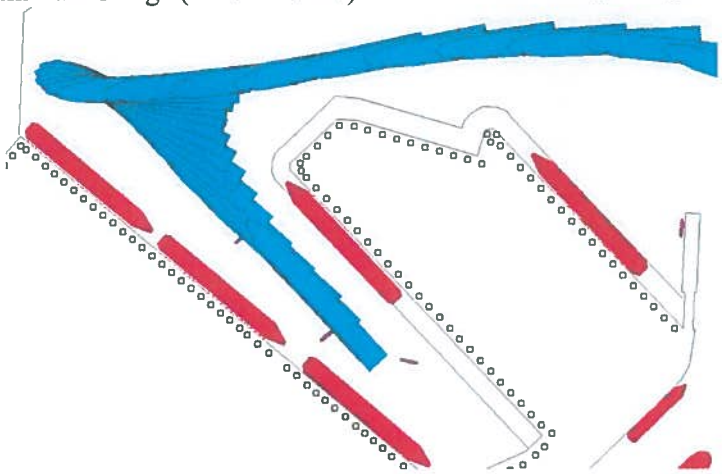
Be aware of:

- The additional drift at the stern as a result of having the turning point near the bow during the swing. When the stern drift is reduced, this results in a bow drift towards the quay because of the fact that the total drift force is to the quay (mass). This is the result of not having the turning point midships.
- With WNW winds the swing is commenced when the breakwater is well passed

3.2 Container vessel of 347m at 1N or 2S terminal
Maximum wind limit: ESE 27/WSW 27/WNW 27 knots

Tug requirements:

ESE	minimum 2 tugs of 45 t	up till 16 knots wind
	minimum 3 tugs (45+/45+/30+)	16 – 24 knots wind
	minimum 3 tugs (**65+**/45+/30+)	24 – 27 knots wind
WSW	minimum 2 tugs of 45 t	up till 16 knots wind
	minimum 3 tugs (45+/45+/30+)	16 – 27 knots wind
WNW:	minimum 3 tugs (45+/45+/30+)	20 – 27 knots wind



Approach:

- Stern tug pulling at centre lead aft for breaking the vessel's speed at much as possible (general practice)
- Speed 2-4 knots when entering breakwater
- Speed 1-2 knots when entering shallows before swing
- Steering by rudder and engine use and/or by stern tug

Swing/alongside:

- The swing is commenced when midships is almost in line with the basin and when the speed is practical zero to reduce total drift (turning point of vessel is now midships).
- Bow tug / bowthruster keeps the bow free from the shallows and turns the vessel around midships together with the stern tug.
- Once the stern is clear from the 2S terminal,
    - the stern tug will increase the speed astern to maximum 1.5 knots into the basin and controls the drift at the stern, *or*
    - the stern tug is kept at centre lead at full power astern together with the ships engine ahead (maximum 1.5 knots astern) into the basin using the rudder to control the drift at the stern
- The vessel is steered by the bow tug / bowthruster
- Coming alongside with drift abeam < 0.5 knots with tugs pulling as close as possible to quay. Change position to push if necessary, as quickly as possible.

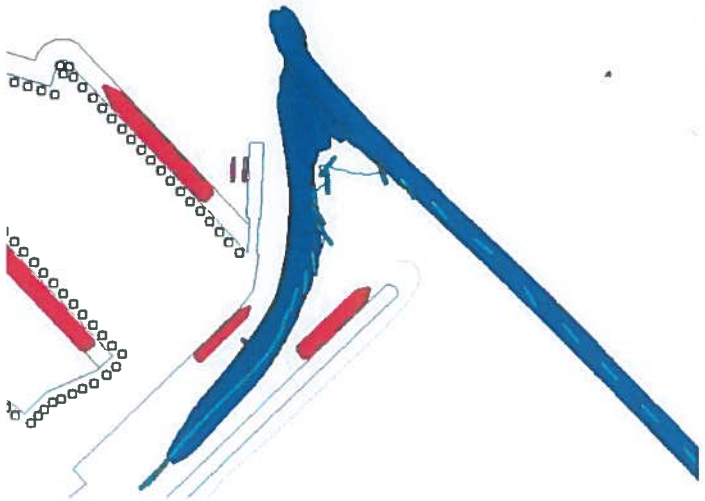
Be aware of:

- Not to swing too early into the basin. This will increase unwanted drift.
- Shallows at the bow and the stern
- UKC effects on drift (general practice)
- Third tug can be used controlling the drift when entered the basin
- Towing line when stern tug change position from pull to push (propeller)

3.3 Tanker of 277m at Oil Tanking Terminal
Maximum wind limit: ESE 21/WSW 21/WNW 21 knots

Tug requirements:

ESE/WSW/WNW minimum 3 tugs (45+/45+/30+) up till 21 knots wind



Approach:

- Stern tug pulling at centre lead aft for breaking the vessel's speed at much as possible (general practice). Bow tug at centre lead forward or port shoulder
- Vessel stopped when the inner breakwater with wheelhouse is passed (a bit further than shown)
- Steering by rudder and engine use and/or by stern tug

Swing/alongside:

- The swing is commenced when the speed is practical zero to reduce drift during swing (general practice).
- The swing is initiated by the bow tug with Easterly winds and by the stern tug with Westerly winds (initiated towards the wind, general practice).
- Once the swing is almost completed,
    - the stern tug will increase the speed astern to maximum 1.5 knots into the basin and controls the drift at the stern, *or*
    - the stern tug is kept at centre lead at full power astern together with the ships engine on ahead (maximum 1.5 knots astern) into the basin using the rudder to control the drift at the stern
- The vessel is steered by the bow tug / bowthruster.
- Coming alongside with drift abeam < 0.5 knots with tugs pulling as close as possible to quay. Change position to push if necessary, as quickly as possible.

Be aware of:

- Not to swing too early into the basin else the swing angle is larger and less distance to build up speed. Both would mean more drift.
- Sufficient manoeuvring space for tugs (push/pull)
- Towing line when stern tug change position from pull to push (propeller)

Annex II

CONTACTS

24 hour contacts

Transport Malta
National Competent Authority

Telephone:	+356 22914491 / 22914492
Fax:	+356 22914419
E-mail:	vts.tm@transport.gov.mt

Valletta VTS:

Call: Valletta Port Control
VHF Frequency: Ch 12 16

Telephone:	+356 22914491
Fax:	+356 22914419
E-mail:	vts.tm@transport.gov.mt

Call: Marsaxlokk Port Control
VHF Frequency: Ch 14 16

Telephone:	+356 22914492
Fax:	+356 22 914419
E-mail:	vts.tm@transport.gov.mt

RCC Malta / Malta VTS:

Call: RCC Malta or Malta VTS
VHF Frequency: Ch 69, 16
RT Frequency (kHz): 2182 (Malta Radio listening watch)

Telephone:	+356 22494202
	+356 21809279
Fax:	+356 21809860
Telex:	+406 1489
E-mail:	rccmalta@gov.mt

Annex III

CHECKLISTS

Notes:

1. IF THE REPLY TO ANY OF THE BELOW IS YES OR NO, THICK THE APPROPRIATE BOX WITH AN **X.**
2. IF MORE DETAILED INFORMATION IS TO BE INSERTED, PAGES SHOULD BE ATTACHED AT THE END AND NUMBER OF PAGES ATTACHED SHALL BE INDICATED ON PAGE 11.
3. ALL TIME SHALL BE INDICATED IN LOCAL TIME AND IF THE TIME IN QESTION IS NOT THE SAME AS THE MALTESE LOCAL TIME A REMARK SHALL BE INSERTED.

1. GENERAL VESSEL INFORMATION AND CONDITION

NAME: _____

NATIONALITY: _____

IMO NUMBER: _____

TYPE OF VESSEL: _____

NAME OF OWNERS/CHARTERERS: _____

LENGTH (m) _____

BREADTH (m) _____

LIST: _____

DRAFT Fwd: _____

Aft: _____

STOWAGE PLAN INCLUDING DANGEROUS GOODS (if any)

ATTACHED: YES NO

NUMBER OF PERSONS ON BOARD CREW: _____

PAX: _____

ANY LOSS OF LIFE OR CASUALTIES: YES NO

AMOUNT OF CASUALTIES: _____

AMOUNT OF DECEASED: _____

NAME OF HULL INSURANCE UNDERWRITERS: _____

GENERAL ARRANGEMENT PLAN AVAILABLE: YES NO

2. IDENTIFICATION OF EVENTS

FIRE	go to section 3
EXPLOSION	go to section 4
COLLISION	go to section 5
POLLUTION	go to section 6
SHIP STABILITY	go to section 7
GROUNDING	go to section 8

3. FIRE

3.1	PLACE OF FIRE ON BOARD	
3.2	NATURE OF CARGO ON FIRE	
3.3	NATURE OF CARGO IN ADJACENT SPACES (including bunker spaces in double bottom)	
3.4	IN CASE OF TANKER IS VESSEL GASFREE AND/OR INERTED	GAS FREE INERTED
3.5	CAUSE OF FIRE	
3.6	WHEN DID FIRE START DATE TIME	
3.7	IS IT POSSIBLE THAT SEA WATER CAN INDUCE A CHEMICAL REACTION TO THE CARGO SO THAT A VOLATILE EXPLOSIVE GAS WILL BE DEVELOPED (e.g. carbide)	YES NO
3.8	WHAT KIND OF MEASURES ARE TAKEN TO FIGHT THE FIRE.	
3.9	WHAT KIND OF ADDITIONAL MATERIALS ARE NECESSARY TO FIGHT THE FIRE?	
3.10	IS THERE A CHANCE THAT TOXIC GASSES WILL DEVELOP?	YES NO
3.11	WHAT IS THE DANGER FOR THE CREW?	
3.12	IS THERE ANY STRUCTURAL DAMAGE TO THE VESSEL CAUSED BY THE FIRE?	YES NO
3.13	IS ENGINE ROOM (main propulsion/auxiliary systems) STILL INTACT?	YES NO
3.14	IS THERE ANY KIND OR RISK OF POLLUTION?	YES NO
3.15	STABILITY ASSESMENT IN CASE EXTINGUISHWATER IS USED?	

4. EXPLOSION

4.1	WHAT HAS EXPLODED?	
4.2	WHERE WAS THE EXPLOSION?	
4.3	WHAT IS THE CAUSE OF EXPLOSION?	
4.4	ARE THERE ANY TOXIC GAS CLOUDS?	YES NO
4.5	IS THERE ANY FIRE CAUSED BY THE EXPLOSION?	YES NO

Note: IF 4.5 IS YES THEN PROCEED TO SECTION 3 CHECKLIST NUMBERS. **3.3, 3.4, 3.6, 3.7, 3.11, 3.12, 3.13, 3.14.**

5. COLLISION

5.1	NAMES OF SHIPS INVOLVED *1	
5.2	NUMBER OF SHIPS INVOLVED	
5.3	CHARACTERISTICS OF SHIPS INVOLVED (e.g. BULBOUS BOW, RAMP)	
5.4	DRAFT OF BOTH VESSELS BEFORE AND AFTER COLLISION	
5.5	REPORT ON EXTENT OF DAMAGE AND WATERTIGHT INTEGRITY (ATTACHED)?	
5.6	NATURE OF CARGO IN DAMAGED AREA, PROVIDE DETAILES OF CARGO IN AREA	
5.7	SEE UNDER FIRE NUMBERS 3.3, 3.4. 3.7, 3.11, 3.13,3.14.	
5.8	IS NATURE OF CARGO SUCH THAT CONTACT WITH WATER WILL CAUSE CARGO TO EXPAND AND CAUSE DAMAGE TO SURROUNDING CARGO (to compress and cause leakage to initial intact drums with dangerous goods)	YES NO
5.9	WHAT KIND OF STABILITY ASSESMENT IS POSSIBLE?	
5.10	IS IT POSSIBLE TO GIVE VESSEL SUCH A TRIM OR LIST THAT DAMAGE CAN BE RECEALED	YES NO

*1 THE DETAILS OF EACH VESSEL INVOLVED IN THE COLLISION SHOULD BE ATTACHED:

NAME
NATIONALITY
IMO NUMBER
TYPE
LENGTH
BREADTH
LIST
DRAFT : Before Fwd: After Fwd:
Aft: Aft:

NOTES

5.5 REPORT ON EXTENT OF DAMAGE AND WATERTIGHT INTEGRITY?

6. POLLUTION

6.1	NATURE OF POLLUTION SPECIFY TYPE BELOW		
6.1.1	BUNKERS AND/OR LUBRICANTS	YES	NO
6.1.2	OIL CARGO (crude oil/MDO/lub.oil/light products)	YES	NO
6.1.3	CHEMICAL PRODUCTS TYPE?	A B C D	
6.1.4	GAS	YES	NO
6.1.5	IMDG CODE (1,2,3,4,5,6,7,8,9)	YES	NO
6.2	ORIGIN OF THE POLLUTION		
6.3	IMPORTANCE OF THE POLLUTION		
6.4	IS THE POLLUTION STOPPED		
6.5	IF POLLUTION IS NOT STOPPED WHAT ARE THE MEANS TO BE USED TO COPE WITH RISKS OF FIRE ON BOARD AND IN THE VICINITY.		
6.6	IF POLLUTION IS NOT STOPPED WHAT ARE THE MEANS TO BE USED TO COPE WITH RISKS OF EXPLOSION AND IN THE VICINITY	YES	NO
6.7	IF POLLUTION IS NOT STOPPED AND A RISK OF FIRE/EXPLOSION ON BOARD AND IN THE VICINITY THE SHIP MAY NOT ENTER PORT AND THE OTHER SHIPS MUST KEEP CLEAR AS LONG AS THE RISK EXISTS.		
6.8	IF THE 6.5 AND 6.6 ARE A POSSIBILITY IS THE SHORE ASSISTANCE REQUIRED?	YES	NO

7. SHIP STABILITY

7.1	LIST	DEGREES	YES NO
7.2	CAUSE OF LIST		
	7.2.1 SHIFTING OF CARGO.		YES NO
	7.2.2 LACK OF WATERTIGHT INTEGRITY.		YES NO
	7.2.3 UNBALLANCED LOADING OF DOUBLE BOTTOM TANKS.		YES NO
	7.2.4 FIRE EXTINGUISHING WATER		YES NO
7.3	CONTROLABILITY OF THE LIST COMPULSARY PRIOR TO ENTERING HARBOUR?		YES NO
7.4	SITUATION OF BALLASTS AND DOUBLE BOTTOMS		DETAILS BELOW
7.5	BERTHING IN A SHALLOW BERTH EQUIPED WITH APPROPRIATE FENDERS		
7.6	OPERATION PLAN FOR DISCHARGING CHECKED BY AN EXPERT?		YES NO
7.7	IN CASE OF INGRESS OF WATER ARE THERE AVAILABLE MEANS TO CONTROL FLOODING		YES NO

NOTES:

7.4 SITUATION OF BALLASTS AND DOUBLE BOTTOMS

8. GROUNDING

	DRAFT BEFORE AND AFTER GROUNDING	
	BEFORE Fwd	
8.1	**Aft**	
	AFTER Fwd	
	Aft	_____
	EXACT LOCATION OF GROUNDING	
8.2	**LATITUDE**	
	LONGITUDE	_____
	DATE AND TIME OF GROUNDING	
8.3	**DATE**	
	TIME	_____
	WIND/ WEATHER AND SWELL SITUATION DURING GROUNDING	
8.4	**WIND**	
	WEATHER	
	SWELL	_____
	COURSE AND SPEED WHILE GROUNDING	
8.5	**COURSE**	
	SPEED	_____
8.6	**WAS THERE ANY SIGN OF SCRAPING ON BOTTOM PRIOR TO GROUNDING**	YES NO _____
	LIST AND TRIM WHILST AGROUND	
8.7	**LIST**	
	TRIM	_____
8.8	**NATURE OF GROUND**	_____
8.9	**ATTACHED REPORT ON DAMAGE AND LEAKING COMPARTMENTS?**	YES NO _____
8.10	**ANCHOR AND CARGO GEAR INTACT?**	YES NO _____
8.11	**IS THERE ANY MOVEMENT OF THE VESSEL?**	YES NO _____
8.12	**IS TEHRE ANY SURF (CAN SHIP BE REACHED BY SEA OR ONLY BY AIR)**	YES NO _____
	LOCATION, QUANTITY AND NATURE OF BUNKERS	
8.13	**LOCATION**	
	QUANTITY	
	TYPE	_____
8.14	**SEE UNDER FIRE NUMBERS 3.4, 3.7, 3.11, and 3.13.**	_____
8.15	**SEE UNDER POLLUTION ALL**	_____

NAME OF PERSON COMPILING CHECKLIST:

DATE:

TIME:

NUMBER OF PAGES ATTACHED:

SIGNATURE

Annex IV - 'Hold Harmless' Master, Owner, Agent or Salvors Agreement

THIS AGREEMENT made this day of , 20 , by and between

THE AUTHORITY FOR TRANSPORT IN MALTA, as the Maltese competent authority in terms of law responsible for the operation of ports, their land-side space and approaches, and for the safety of navigation and preservation of good order within the internal and territorial waters in Malta, including pollution preparedness, prevention, control and response and the provision of appropriate safety measures related to ports and shipping (hereinafter referred to as 'the **Authority**');

and

[Insert Name of Master / Owner / Agent / Salvor, *delete accordingly*], of [Insert Address] (hereinafter referred to as 'the **Guarantor**, as the case may be), as the Master / Owner / Agent / Salvor (*delete accordingly*) of [Insert name of Vessel], registered in [Insert Registry], a vessel currently in distress (hereinafter referred to as 'the **Vessel in Distress**').

WHEREAS:

(1) The Master / Owner / Agent / Salvor (*delete accordingly*) has informed the Authority that a Vessel in Distress in nearby seas is in need of a place of refuge, which Vessel in Distress is still fully manned / not fully manned (*delete accordingly*) and under the responsibility of the Master or the Owner or Vessel in Distress / unmanned which at the time is either under tow or under the responsibility of the Salvor (*delete accordingly*);

(2) The Authority has been contacted by the Master / Owner / Agent / Salvor (*delete accordingly*) of the Vessel in Distress and requested to select and proceed into one of the designated places in Malta (hereinafter referred to as the 'Designated Places'), as indicated in Schedule 1 to this Agreement, to provide a place of refuge for the Vessel in Distress therein in order to ensure the safety of the vessel itself, its crew and cargo on board, safety of navigation in general and other users of the sea and safety and protection of the marine environment;

(3) The Authority, basing itself on the information forwarded by the Master / Owner / Agent / Salvor (*delete accordingly*), has made its own evaluations of the risks involved including the environmental risks (including but not limited to a high risk of pollution due to the potential release of oil, chemicals, and other hazardous substances and any other kind of pollution coming from the Vessel in Distress), safety risks (including but not limited to any risk of explosion, fire or gas), economic risks (including but not limited to any loss of commercial activities,

clean-up costs, and effects on nearby facilities) and even social risks; hereby agrees to provide a place of refuge subject to the following terms and conditions:

NOW, THEREFORE in consideration of the aforementioned causes it is hereby agreed that

1. The Authority hereby identifies _____ as the port, terminal, repair facility, quay, wharf or anchorage area being the designated place of refuge ("the Place of Refuge") and is hereby allowing the Vessel in Distress the right of refuge in the Place of Refuge subject to the conditions expressly stipulated hereunder.

2. The Guarantor, hereby undertakes and agrees to assume full responsibility for:

   (a) any damage of environmental nature (including but not limited to pollution due to the release of oil, chemicals, or other hazardous substances or any other kind of pollution coming from the Vessel in Distress, explosion, fire or gas); and

   (b) any damage of an economic nature (including but not limited to any loss of commercial activities, clean-up costs, claims by victims or their heirs or by an interested person or group, and effects on nearby facilities); and

   (c) any loss or injury to a person (including but not limited to any claim for loss of income or any form of damages which such person may have suffered); and

   (d) any other loss, damage cost or expense which the Authority, its elected officials, agents and employees, their successors and assigns, heirs, executors and administrators and the Government of Malta may suffer, which result directly or indirectly by reason of the Authority offering the right of refuge to the Vessel in Distress in the Place of Refuge.

3. The Guarantor hereby agrees and undertakes to protect, indemnify, and defend at his own expense, and to hold and save harmless the Authority, its elected officials, agents and employees, their successors and assigns, heirs, executors and administrators and the Government of Malta from and against any and all liabilities, obligations, fines, claims, injury, loss (including but not limited to consequential losses), damages, penalties, causes of action, costs and expenses (including but not limited to the legal fees and expenses), and any and all claims by or on behalf of any person or persons, firm, entity or corporation or government, of whatever kind or nature which the Authority may sustain or incur by reason or in consequence of providing a right of refuge to the Vessel in Distress in the Place of Refuge.

4. The Authority retains the right to request further guarantees should the Guarantor fail to show, when asked, that it has sufficient assets to honour the undertakings assumed in this Agreement.

5. There also appears on this Agreement [Insert Name of Person/Representative] who is appearing hereon for and on behalf of the P&I Club [Insert Name of P&I Club] of the salved / salvor vessel who guarantees *in solidum* with the Guarantor / Vessel in Distress the obligations assumed in this agreement up to a sum of € [Insert Sum]

This Agreement shall be construed, interpreted and governed in accordance with Maltese law and the Parties hereby subject themselves to the exclusive jurisdictions of the Maltese Courts.

Signed in duplicate.

For and on behalf of

_____	_____
The Authority	Master / Owner / Agent / Salvor Vessel in Distress

N.B. It shall be sufficient for the Guarantor to indicate its position as Owner / Salvor / Agent at the end of the document

..... appearing hereon for and on behalf of
P&I Club of [name of vessel]

Schedule 1 **Designated Places**

Annex V

MALTA MARITIME AUTHORITY

Notice to Mariners No 35 of 2008

Repealing Notice to Mariners No 80 of 2007

Malta Vessel Traffic Services
and
Use of International Marine VHF Channels

Mariners are notified that in terms of the Malta Maritime Authority Act (Cap 352), it is the function of the Malta Maritime Authority to exercise overall control for the preservation of good order in the territorial and inland waters of Malta, and to provide, operate and maintain in ports and in port approaches adequate and efficient services and facilities for the proper, safe and efficient functioning of such ports.

In pursuance to these functions, the Malta Maritime Authority has established Vessel Traffic Services in terms of the Vessel Traffic Monitoring and Reporting Requirements Regulations, 2004. Vessel Traffic Service (VTS) means a service designed to improve the safety and efficiency of vessel traffic and to protect the environment. The competent authority for the implementation of these Regulations is the Malta Maritime Authority whilst the Armed Forces of Malta is the coastal station responsible to monitor shipping and receive information in terms of these regulations.

Therefore, two operational centres have been established to provide Vessel Traffic Service, namely

- **Valletta Ports Vessel Traffic Service (VALLETTA VTS)** operated by the Malta Maritime Authority to regulate the movement of vessels within and between ports, in the approaches to a port and within territorial waters when carrying out maritime activities. Traffic Organisation Service and Information Service are provided. A Navigational Assistance Service is provided on request or when deemed necessary.

- **Malta Coastal Station (MALTA VTS)** operated by the Armed Forces of Malta is responsible to monitor shipping and to receive vessel information within territorial waters. In terms of Regulation 8, the Coastal Station may request additional information even from ships beyond the territorial waters. Malta VTS provides an Information Service. A separate Notice to Mariners regarding procedure shall be promulgated at a later date.

VTS Areas

(1) Valletta VTS

The areas of the Valletta VTS (Valletta Port Control and Marsaxlokk Port Control) are primarily the ports and the port approaches and the designated Ports VTS areas.

The designated Ports VTS Areas falling within the Valletta VTS are enclosed by the following WGS 84 DATUM co-ordinates:

Area 1

Latitude (N)	Longitude (E)
36° 01.73'	14° 22.56'
36° 01.73'	14° 23.46'
35° 59.85'	14° 26.51'
35° 58.66'	14° 26.51'
35° 59.23'	14° 23.76'

Area 2

Latitude (N)	Longitude (E)
35° 53.03'	14° 35.06'
35° 53.33'	14° 35.46'
35° 52.23'	14° 36.16'
35° 52.03'	14° 35.76'
35° 52.43'	14° 35.46'
35° 52.63'	14° 35.06'

Area 3

Latitude (N)	Longitude (E)
35° 54.93'	14° 44.56'
35° 54.93'	14° 48.76'
35° 51.93'	14° 44.56'
35° 51.93'	14° 48.76'

Area 3 is divided into two sectors:
East Sector and West Sector at
Long 014° 47'.0 (E)
LADEN TANKERS TO USE EAST SECTOR ONLY

Area 4

Latitude (N)	Longitude (E)
35° 50.63'	**14° 35.96'**
35° 48.93'	14° 35.96'
35° 48.93'	14° 34.86'

Area 6

Latitude (N)	Longitude (E)
35° 57.83'	**14° 19.06'**
35° 57.83'	14° 19.36'
35° 57.23'	14° 19.66'
35° 56.83'	**14° 19.36'**
35° 56.83'	14° 19.06'

Waiting Anchorage

Latitude (N)	Longitude (E)
35° 51.60'	14° 38.60'
35° 51.60'	14° 42.00'
35° 50.00'	14° 42.00'
35° 50.00'	14° 38.60'

Valletta Port approaches	Latitude			Longitude		
A (Shore)	035°	54'.103	N	014°	30'.952	E
1	035°	57'.180	N	014°	32'.352	E
2	035°	54'.477	N	014°	35'.050	E
B (Shore)	035°	53'.945	N	014°	31'.386	E

Comino Channels	Latitude			Longitude		
1	036°	00'.990	N	014°	16'.470	E
2	035°	58'.310	N	014°	19'.150	E
3	036°	01'.893	N	014°	20'.095	E
4	035°	59'.891	N	014°	22'.059	E

Oil Rig Area	Latitude			Longitude		
1	035°	48'.507	N	014°	28'.796	E
2	035°	48'.503	N	014°	30'.008	E
3	035°	47'.998	N	014°	28'.800	E
4	035°	47'.999	N	014°	30'.020	E

Marsaxlokk Port Approaches	Latitude			Longitude		
C Shore	035°	49'.204	N	014°	33'.708	E
1	035°	47'.987	N	014°	37'.777	E
2	035°	45'.064	N	014°	33'.662	E
D Shore	035°	48'.470	N	014°	32'.147	E

(2) **Malta VTS:** The territorial waters (12 nautical miles from nearest shore) excluding the designated Ports VTS areas mentioned above.

CONTACT DETAILS

Valletta VTS:

Vessels bound for Valletta, designated Ports VTS Areas and other destinations in Malta other than Marsaxlokk:

Call: Valletta Port Control
VHF Frequency: Ch 12 16
Telephone: +356 22 914651
Fax: +356 22 914419
E-mail: vts@mma.gov.mt

Vessels bound for Marsaxlokk:

Call: Marsaxlokk Port Control
VHF Frequency: Ch 14 16
Telephone: +356 22 914652
Fax: +356 22 914419
E-mail: vts@mma.gov.mt

Malta VTS:

Call: Malta VTS
VHF Frequency: Ch 69, 16
RT Frequency (kHz): 2182 (Malta Radio listening watch)
Telephone: +356 22494202
+356 22494206
+356 22494207
Fax: +356 21 809860
Telex: +406 1489
E-mail: opsroom.afm@gov.mt

HOURS of Service: H24

Procedure

Participation in the Malta VTS and Valletta VTS **is compulsory** for all vessels regardless of size.

Vessels calling to receive a service outside port shall call Valletta Port Control for instructions.

Unless otherwise instructed by Valletta VTS (Valletta Port Control or Marsaxlokk Port Control as applicable), vessels approaching Valletta port shall enter or leave between coordinates Lat 035° 57'.180. Long. 014° 32'.352 and Lat 35° 54'.477 Long 014° 35'.050. Vessels approaching Marsaxlokk port shall enter or leave between coordinates Lat 035° 47'.987. Long. 014° 37'.777 and Lat 35° 45'.064 Long 014° 33'.662
For other designated areas or anchorages within the VTS area as instructed by Valletta VTS.

Reporting Points

Inbound

Vessels should call Valletta Port Control or Marsaxlokk Port Control as follows:

1. Vessels approaching port from any direction

   At least 2 hours before arrival at pilot station and
   ½ hour before arrival at pilot station, or as directed by VTS
   When Pilot embarked
   When entering port
   On berthing
   When Pilot disembarked

2. Vessels for bunkering/waiting area or conveyance operations

   At least 2 hours before arrival at pilot station and
   ½ hour before arrival bunkering/waiting area or conveyance position or as directed by VTS
   On anchoring in bunkering /waiting area or on arrival at conveyance position.

Outbound

1. When departing from port

   When Pilot embarked
   Prior to and on clearing berth
   When leaving port
   When Pilot disembarked

3. Vessels departing from bunkering/waiting area or conveyance position

   On weighing anchor in bunkering/waiting area or departing conveyance position

Information Broadcasts

Navigational and weather information broadcasts are made by Valletta VTS on VHF Channel 11 at 0703 hrs, 1103 hrs 1703 hrs 2303 hrs (UTC) and any other time when deemed necessary.

International Marine VHF Channels

These are the International Marine VHF Channels, as used by the Malta Vessel Traffic Services.

1 Unless otherwise instructed vessels are to use VHF Channel 16 for Initial Calling, and for Distress and Safety Calling. Once contact is established, the station called will nominate a Working Channel on which the contact is then continued.

2 Ship to ship communication is to be made on VHF Channels other than the above or as directed by VTS.

3 Where possible vessels should use "low-power" (1 watt) to reduce the range of the signal so as to prevent the channel being cluttered and helps other people access it.

Channel 70 is exclusively for DSC calling for safety and emergency and must not be used for other purposes.

Owners, Agents, Operators and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of their vessels or craft.

	VHF Channel
Valletta VTS	Ch 12
Marsaxlokk VTS	Ch 14
AFM Coastal VTS	Ch 69
Navigational assistance/ Special instructions to a ship specific	Ch 20
Navigational warnings/Weather Broadcasts	Ch 11
Emergency Ops/Oil Pollution etc	Ch 22
Pilotage and mooring (MMP) and Pilot Launch	Ch 09
Towage (Tug working channels	Ch 68 Ch 74 Ch 10
Terminals/Marinas	Ch 13

MALTA MARITIME AUTHORITY

NOTICE TO MARINERS NO 47 OF 2008

Changes to Designated VHF Channels

Further to Notice to Mariners No 35 of 2008 of the Malta Maritime Authority, mariners are to note the following amended table to the designated VHF channels.

	VHF Channels
• Valletta Port Control	Ch 12
• Marsaxlokk Port Control	Ch 14
• Malta VTS	Ch 69
• Navigational Assistance / Special Instructions to a ship specific	Ch 20
• Navigational Warnings / Weather Broadcasts	Ch 11
• Emergency Ops / Oil Pollution, etc.	Ch 22
• Pilotage and Mooring (MMP) and Pilot Launch	Ch 09
• Towage (Tug working channels)	Ch 68, Ch 74, Ch 10
• Terminals / Marinas	Ch 13

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