

**RESOLUTION A.670(16)**

*Adopted on 19 October 1989  
Agenda item 10*

**NAVIGATION IN THE STRAIT OF BONIFACIO**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING resolution A.648(16), General Principles for Ship Reporting Systems and Ship Reporting Requirements, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants,

BEING AWARE of the close relationship between safety of navigation and prevention of pollution from ships,

RECOGNIZING the necessity expressed by the Governments of France and Italy, of protecting the vulnerable coasts of those countries from pollution in the vicinity of the Strait of Bonifacio,

BEARING IN MIND the international status of the Strait of Bonifacio,

RECOGNIZING FURTHER the importance of not derogating from the right of navigation through international straits,

TAKING INTO ACCOUNT that a ship reporting procedure and an information system for notifying ships of the navigational conditions in the narrow waters of the Strait of Bonifacio will be an important factor in the safety of navigation,

BEING INFORMED of the decision of the Governments of France and Italy to establish such a system on a permanent basis in the Strait of Bonifacio,

RECALLING the Convention on the International Regulations for Preventing Collisions at Sea, 1972, and resolution 5 on intentional pollution of the sea and accidental spillages adopted by the International Conference on Marine Pollution, 1973,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its fifty-seventh session,

1. RECOMMENDS Governments to request masters of laden oil tankers and of ships of more than 5,000 grt transporting dangerous chemicals or substances likely to pollute the sea or the coastline in case of accident to avoid passing through the Strait of Bonifacio, with the exception of tankers and ships sailing in either direction between Porto Torres and any port on the Italian coast between and including Civitavecchia and Naples;
2. ENDORSES the Regulations concerning a System of Surveillance and Information for Ships in the Strait of Bonifacio set out in the Annex to the present resolution;
3. REVOKES resolution A.430(XI).

ANNEX

**REGULATIONS CONCERNING A SYSTEM OF SURVEILLANCE AND  
INFORMATION FOR SHIPS IN THE STRAIT OF BONIFACIO**

1 For the purpose of improving the safety of navigation in the Strait of Bonifacio and reducing the risks of pollution of the French and Italian coastlines in the Strait as a result of groundings or collisions involving tankers, gas carriers or bulk chemical carriers, a system of surveillance and information for mariners shall be established by the Governments of France and Italy.

The system shall have the following objectives:

- (a) To monitor, from radio stations designated for that purpose, the movement of ships in the Strait of Bonifacio and in its eastern and western approaches so as to be able to notify the coastal authorities concerned sufficiently in advance of any accident that might occur to such ships and to be able to warn the ships themselves of any hazard that might threaten their safe passage;
- (b) To monitor, from radio stations designated for that purpose, the passage through the Strait of Bonifacio of ships that are or might be a hazard for other shipping because they are restricted in their ability to navigate as a result of a defect in their essential equipment which they need in order to pass through the Strait under the prevailing conditions; to communicate any relevant information on such ships to other ships crossing the Strait;
- (c) To inform all ships crossing the Strait of the existing navigational conditions and hazards.

2 In order to achieve this end, every ship which is in a position to do so when entering or crossing the Strait of Bonifacio is requested:

- (a) to make VHF radiotelephone contact with the French or Italian radio stations on channel 10 or, if necessary, on channel 16 before beginning their passage and to maintain such contact without interruption while in the Strait;
- (b) to transmit to one of the radio stations indicated in paragraph 3 below, at the request of the station, the following information in English, French or Italian as indicated in the reporting format set out in the appendix.

3 The radio stations providing information for mariners in the Strait of Bonifacio are:

- On the French side:
  - Pertusato Signal Station
  - Call sign: Pertusato traffic
  - Frequency: VHF channel 10
- On the Italian side:
  - La Maddalena Signal Station
  - Call sign: La Maddalena
  - Frequency: VHF channel 10

## APPENDIX

FORMAT FOR SHIP MOVEMENT MESSAGES  
IN THE STRAIT OF BONIFACIO

Message identifier	MAREP	(BONIFACIO)
Type of report	POSREP or DEFREP or CHANGEREPA	(for a position report)  (for a defect report)  (for a change of position report)
Name of ship	A	Name of ship International call sign
Date/time (UTC) group	B	a 6-digit group giving date of month (first 2 digits), hour and minutes (last 4 digits), followed by Z
Position	C  or C   or D	Departure port (for ships crossing the Strait)  or A 4-digit group giving latitude in degrees and minutes followed by N and a 5-digit group giving longitude in degrees and minutes followed by E (for ships passing through the Strait)  or Azimuth: 3 digits indicating degrees. Name of landmark. Distance: 2 digits indicating miles
True course	E	A 3-digit group
Speed	F	A 3-digit group indicating knots and tenths of knots
ETA	I	A 6-digit group as in B above, indicating the date and time followed by the destination (for ships crossing the Strait)
Route information	L	A 4-digit group giving time of passing due south of the LAVEZZI lighthouse (for ships passing through the Strait)
Cargo	P	Nature of the cargo (for ships carrying oil, gas or bulk chemicals)

Message identifier	MAREP	(BONIFACIO)
Limited ability to navigate	Q	Nature and gravity of manoeuvring limitations, if any, to which the ship is restricted (for ships with restricted ability to manoeuvre)
Additional	X	Any other information which may be useful