

GENERAL RULES AND  
REGULATIONCATEGORIES OF THE SHIPS REQUIRED TO  
PARTICIPATE IN THE SYSTEM

- Ship of 300 gross tonnage and over are required to participate in the system

GEOGRAPHICAL COVERAGE OF THE SYSTEM  
– REFERENCE CHART

- The reporting system covers a circular area with a radius of 20(twenty) nautical miles centred on Bonifacio
- The reference chart is the International Chart No.3350

RULES AND REGULATIONS IN FORCE IN THE  
AREA OF THE SYSTEM

- The international regulations for preventing collisions at sea (COLREGs) are applicable throughout the area of coverage of the system.
- The IMO resolution A.766(18) about navigation in the Strait of Bonifacio, adopted on 4 November 1193 remains in force as far as it recommends each flag state to prohibit or at least strongly discourage the transit by certain categories of ships. Its ship reporting provisions are replaced by those of the present instrument.

## REPORTS

FORMAT AND CONTENTS OF THE REPORT, TIMES AND GEOGRAPHICAL  
POSITION FOR SUBMITTING REPORT

Name of system: BONIFREP

Data to be transmitted:

Heading Information

A	Name + call sign + IMO number
C or D	Time and Position
E and F	Course and speed
O	Draught
P	Cargo (in case of transport of oil products, hazardous or pollution substances)
Q	Defect or damage (if relevant)
p	Polluting/dangerous goods lost overboard (if relevant).

In the event of defect, pollution or goods lost overboard, additional information may be requested.

In addition, in accordance with provisions of SOLAS and MARPOL Conventions, ships must report information on any defect, damage, deficiency or limitations as well as, if necessary, information relating to pollution incidents or loss of cargo. Possession of this information enables the operators to broadcast safety messages to other ship traffic and to ensure more effective tracking of the trajectories of ships concerned.

Ships shall transmit their reports on entering the precautionary areas defined in the documents about routeing measures in the Strait of Bonifacio, or when passing the following lines:

West Bound

- A line linking the beacon of Cap De Feno in Corsica to point 41° 19'.18N – 009° 06'.51E (West end of the North limit of the two way route)
- A line linking the beacon of Capo Testa in Sardinia to point 41° 16'.75N – 009° 06'.18E (West end of the South limit of the two way route).

East bound

- A line linking Pointe De Rondinara in Corsica to Point 41° 22'.55N – 009° 22'.38E (East end of the North limit of the two way route)
- A line linking Punta Galera in Sardinia to Point 41° 21'.58N – 009° 23'.30E (East end of the South limit of the two way route)

## RECIPIENT OF REPORT

The shore-based authorities are La Maddalena Coast Guard Station (Sardinia, Italy) and Pertusato Naval Signal Station, (Corsica, France), common call sign: Bonifacio Traffic.

## SERVICES OFFERED

INFORMATION TO BE PROVIDED TO  
SHIPS AND PROCEDURES TO BE  
FOLLOWED

Detected and identified ships are monitored by radar with in no way releases their master from their responsibility for safe navigation.

Following receiving report Bonifacio Traffic will provide:

- Information on navigational conditions (status of aids to navigation, presence of other ships and their position at the moment of contact); and
- Information on weather conditions.

## VHF PROCEDURES

RADIO COMMUNICATIONS REQUIRED  
FOR THE SYSTEM, FREQUENCIES ON  
WHICH REPORTS SHOULD BE  
TRANSMITTER AND INFORMATION TO  
BE REPORTED

The radio communication equipment required for the system in VHF. Ships reports shall be transmitted by voice on **VHF channel 10**, back up **VHF channel 16**, both permanently watched by the station.

Use of automatic identification system will be implemented in accordance with IMO decision.

The language used shall be English or languages indicated in nautical publications.

Information of commercial confidentiality may be transmitted by non-verbal means. Detail of fax call number to published in nautical information documents.

