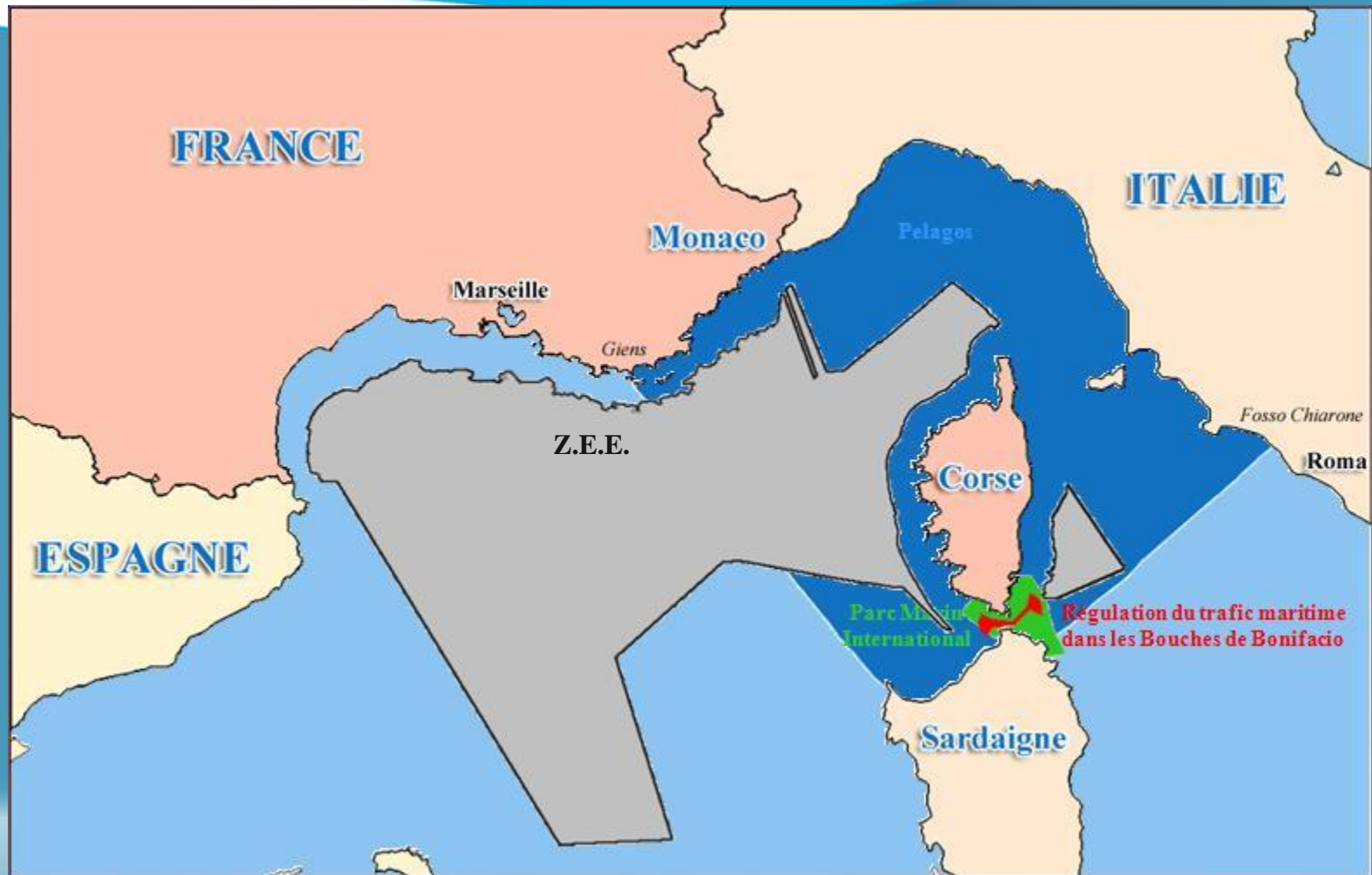


# ***Maritime safety reinforcement in Bonifacio Strait***

**Workshop NOSTRA  
Femern Belt, 05/06/2013**

# Position of the Bonifacio strait in Mediterranean occidental sea





- ✓ The Bonifacio strait, which is an international strait (Montego Bay Convention, 1982), is under special attention of local population, politics and authorities convinced of the need to protect this vulnerable zone against accidental marine pollutions, because of a lot of reasons, such as the level of dangerousness for the navigation due to a geomorphologic configuration and hydrographic complex, unstable and violent weather conditions, difficult daily maritime transit from a technical point of view.
- ✓ The project of International Marine Park of Bonifacio Strait (P.M.I.B.B.) formalized in 1993 under the umbrella of a franco-italian protocol answers the will to implement the methods of an effective protection of this sensitive area. For this reason, it also constitutes the spearhead of an approach aiming at restricting commercial navigation passing through the strait in order to support the conservation of this exceptional site.



# 1993 - 2013



## ➤ Until 1993 :

- ✓ The Bonifacio strait is under special attention of the IMO, which adopted a resolution recommending at the tankers captains to avoid to cross this area.

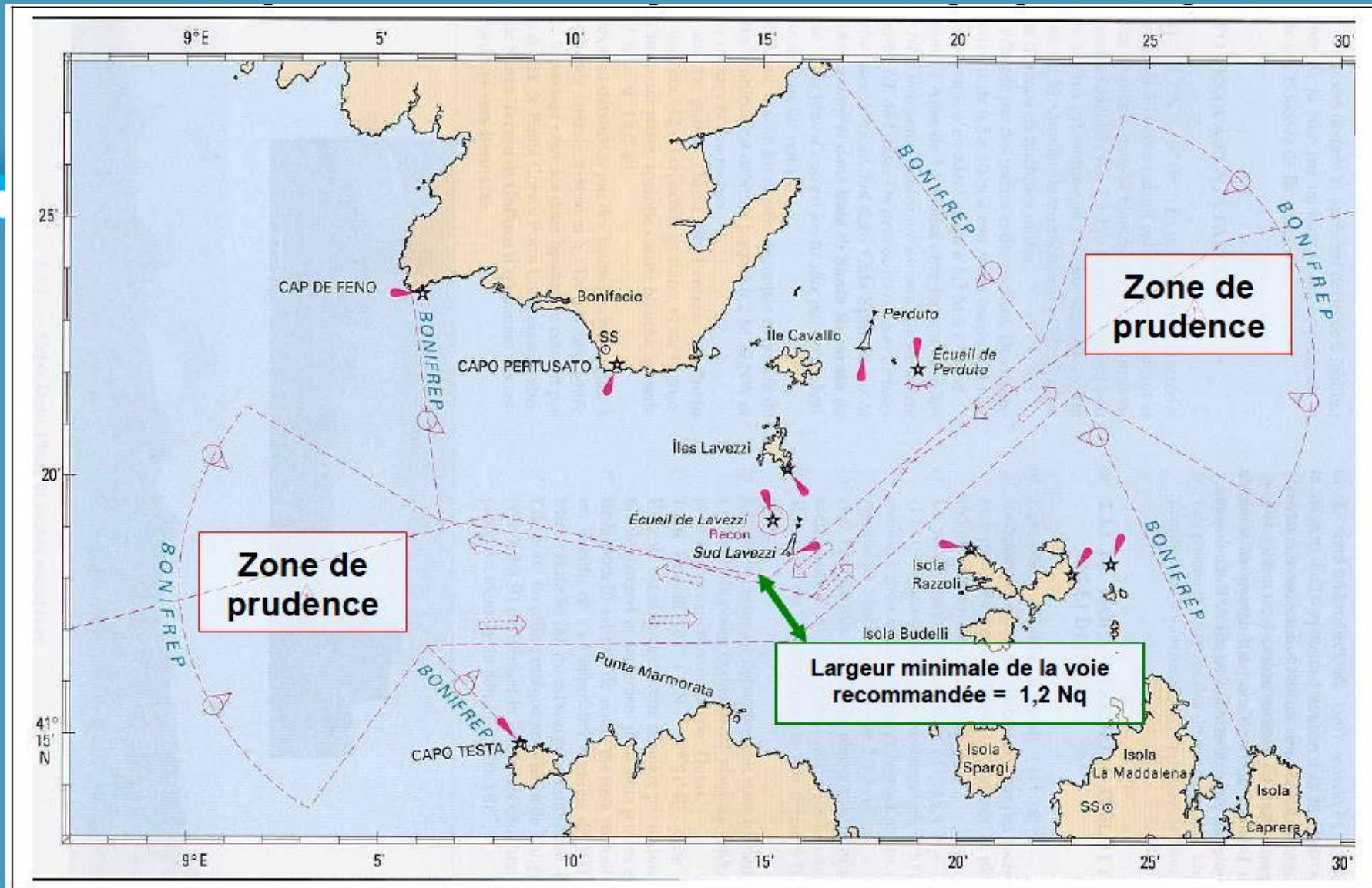
## ➤ Since 1993, adoption of the 1st franco-italian measures aiming to restrict the sea traffic :

- ✓ The IMO resolution of november 1993 (A.766 / 18) about navigation in Bonifacio Strait 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 (transport of dangerous chemical products, various substances dangerous to man and liable to pollute the marine environment, in case of accident).
- ✓ A major change occurs with the adoption, by France and Italy, of national regulations prohibiting the crossing of this international strait to tankers, gas and chemical ships with hazardous or pollutants substances and flying the flag of their respective States (based on the IMO resolution).

## ➤ Since 1998, implementation of a franco-italian device of navigation and monitoring assistance :

- ✓ In 1995, the Corsican Environment Office orders a study about the conditions of navigation in the Bonifacio Strait, about the procedures which would enable to improve control of this area. France and Italy grab the IMO on the basis of these study conclusions in order to set up a cross-border device of navigation and monitoring assistance.
- ✓ From December 1st 1998, the resulting regulation appears :
  - a system of organization of the sea traffic (two-way recommended road for ships higher than 20 meters, two cautious zones within a 5 nautical miles radius) ;
  - a compulsory system of reports of ships with tonnage equal to or higher than 300 UMS, since they are in the cautious zone or crossing “BONIFREP” lines.





Source : Préfecture Maritime de Méditerranée.



## ➤ Reinforcement of control systems :

- ✓ **The two coastal stations have been renovated and modernized (and) :**
  - semaphore of Pertusato on the french side,
  - coasts guards station of La Maddalena on the italian side.
- ✓ **Sea emergency supplies have been put in place (,) :**
  - pre positioning of a sea-going tug belonging to the “Marine Nationale” in case of bad weather conditions,
  - possibility for the Mediterranean Maritime Prefect to call on the Italian tug boats.



1993 - 2013



## ➤ Operational and pioneering cooperation between France and Italy :

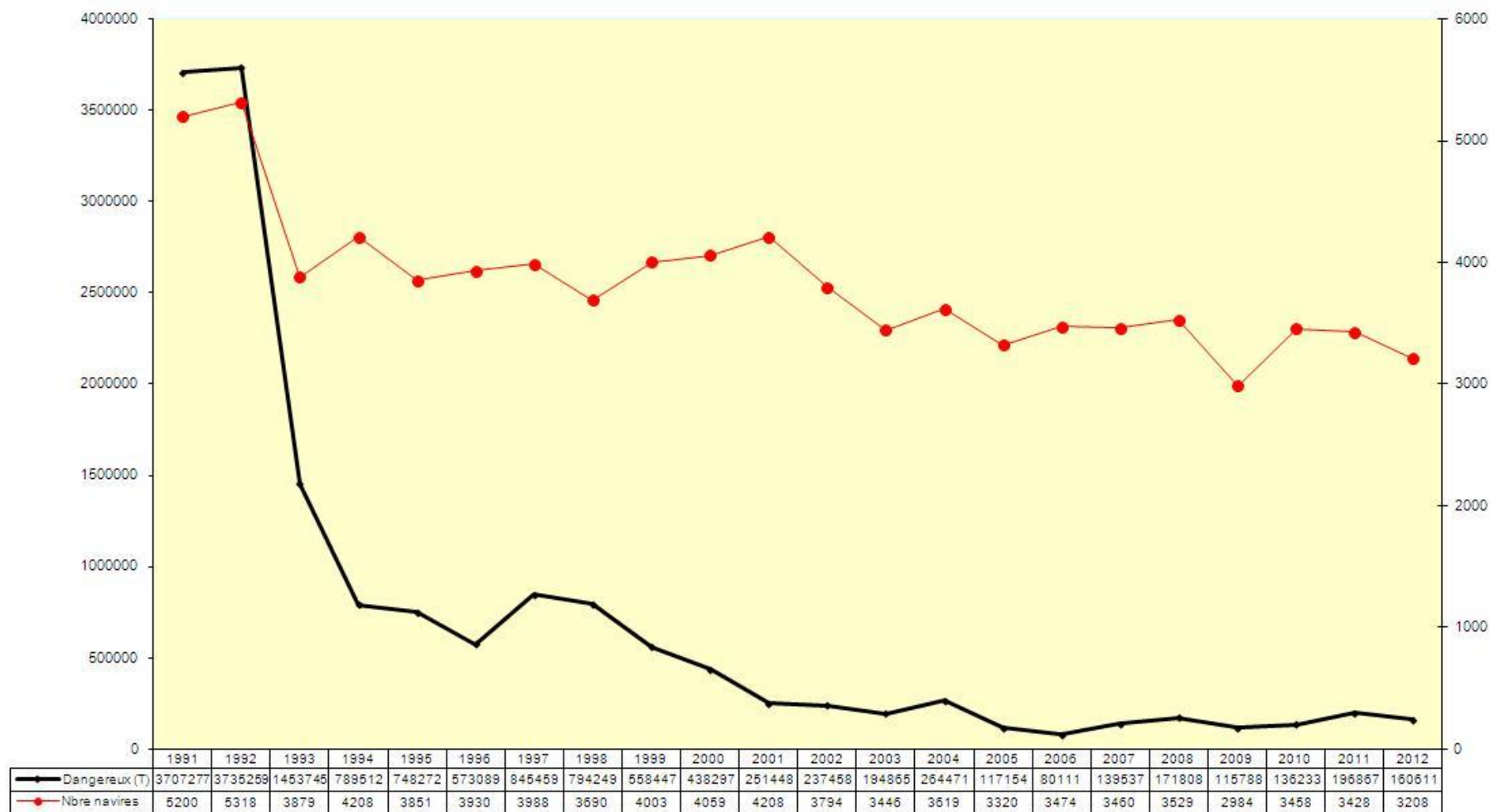
- ✓ Maritime rescue coordination centers in charge of the zone always contact each other in order to exchange information on ships presenting risks.
- ✓ In order to make possible the achievement of maritime-traffic control in the strait, French and Italian governments have proceeded to a pooling of the naval means available on both sides of the strait. This significant step occurs in 2001, with the adoption of a protocol authorizing the entrance, the presence and the intervention of the Italian coast guards and French authorities ships in territorial waters of the other State, for general surveillance missions and identification of ships passing through the strait.



## ➤ In terms of reinforcement of the maritime security in the strait, the results are significant :

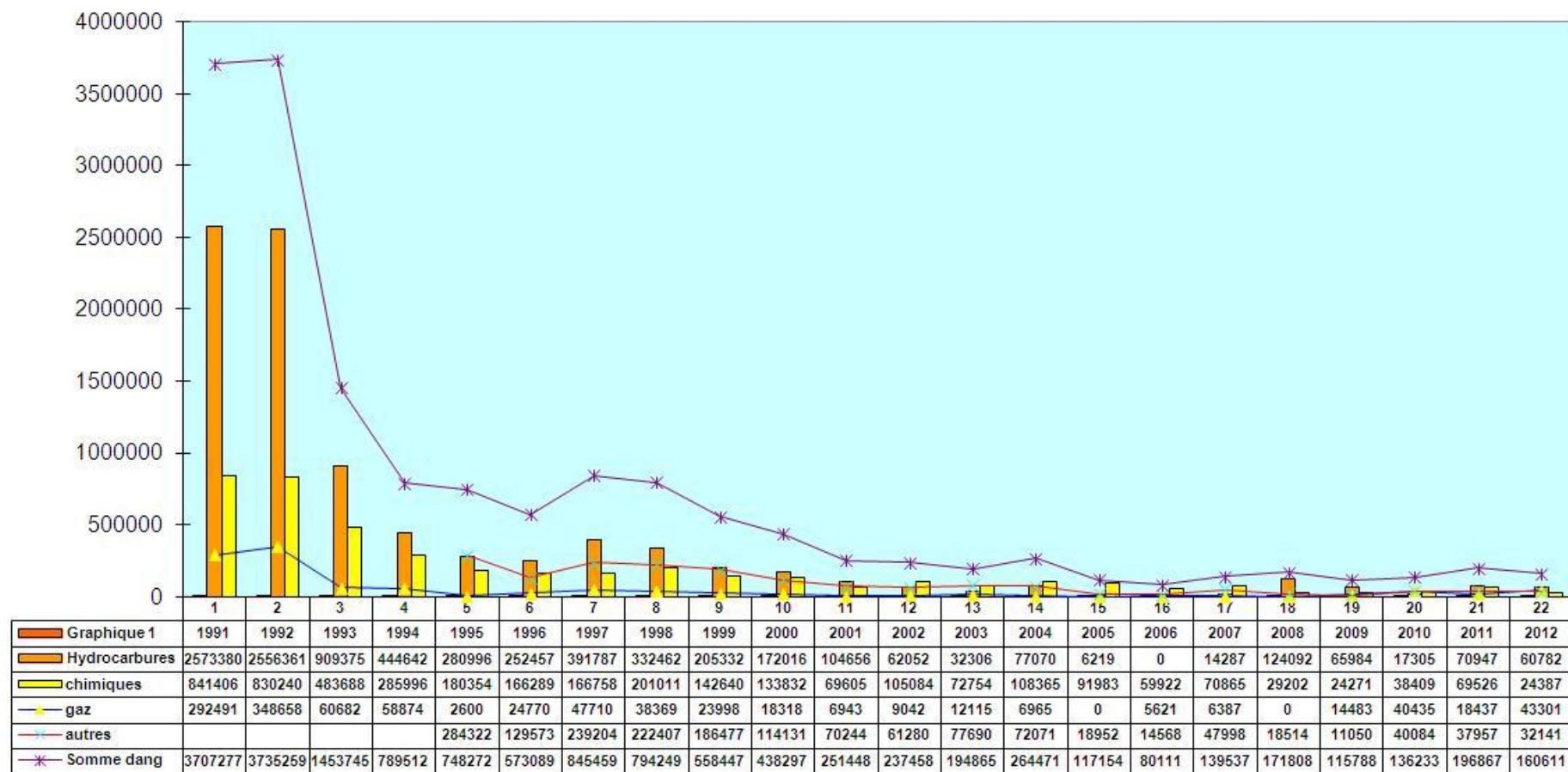
- ✓ the number of ships crossing the strait fell in a very significant way (5.200 in 1991 / 3.222 ships in 2012) ;
- ✓ reduction also in the quantities of hazardous substances passing through the strait (3.707.277 tons in 1991 / 1.453.745 in 1993 / 160.611 tons in 2012, representing a decrease of 95%), including hydrocarbons (2.573.380 tons in 1991 / 60.782 tons in 2012, representing a decrease of almost 98%);
- ✓ the major part of ships captains passing through the strait know the international provisions about the compulsory report and follow the recommended road (3.194 in 2012);
- ✓ infringements related to the marine regulation are particularly reduced (28 ships in 2012).

# Evolution de la quantité de produits dangereux transitant dans les Bouches de Bonifacio



Source : Sémaphore de Pertusato.

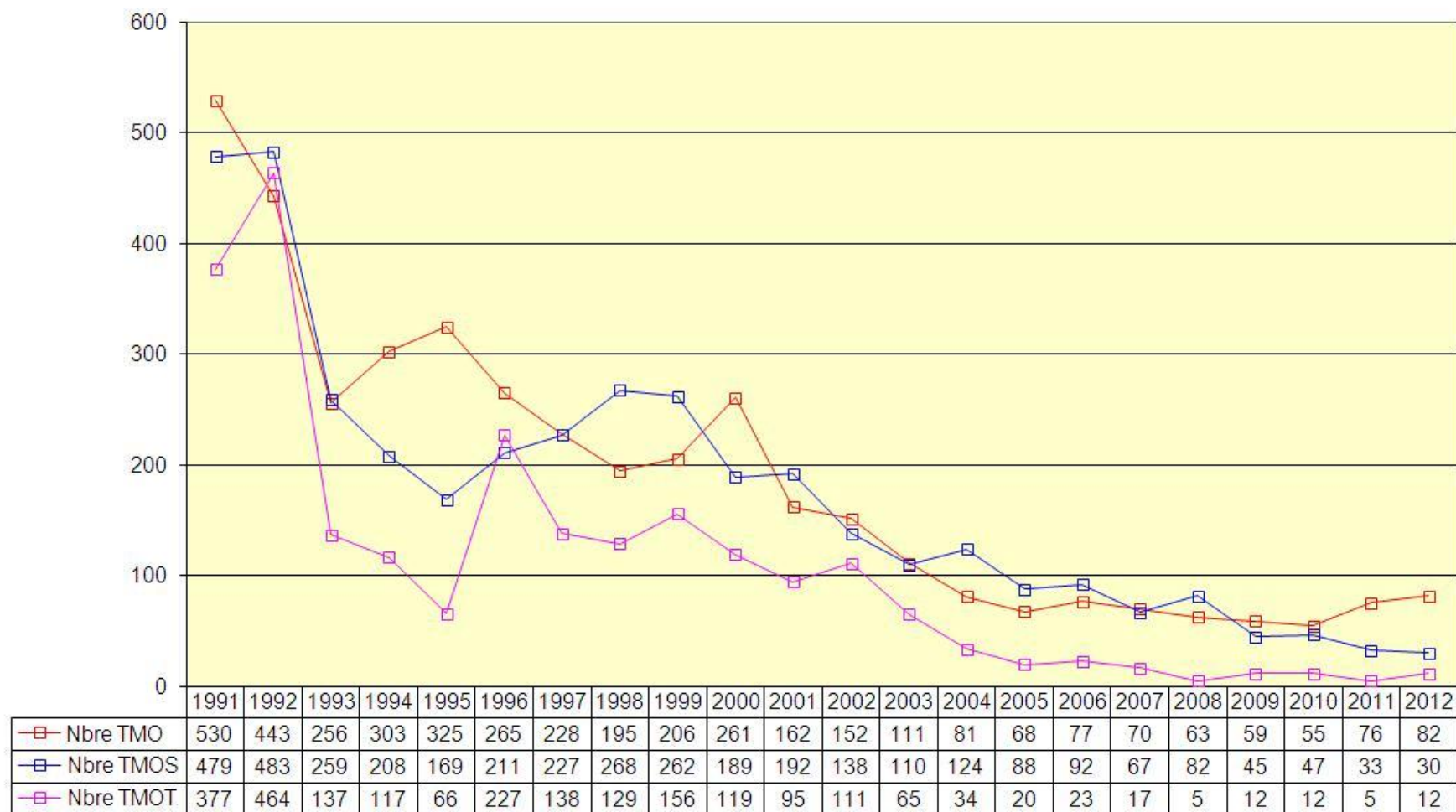
## Quantité et répartition par type des produits dangereux transportés par les navires empruntant les Bouches de Bonifacio



Source : Sémaphore de Pertusato.



## Evolution du transit des navires transportant des matières dangereuses en "vrac"



TMO = tankers et navires citernes  
 TMOS = chimiquiers  
 TMOT = gaziers

Source : Sémaphore de Pertusato.

## ➤ The last step is the PSSA classification by IMO :

- ✓ The objective is the recognition of the ecological importance of a zone with respect to the specific considerations about maritime transports and setting up of associated protection measures (deep-sea piloting).
- ✓ Since 2010, this request is studied by IMO commissions :
  - 1<sup>st</sup> examination by the MEPC committee in september 2010 (we have asking for the compulsory pilotage but Anglo-Saxons members were against it) ;
  - examination by the “sous” committee NAV in june 2010 ;
  - 2<sup>nd</sup> examination by the MEPC committee in july 2011 ;
  - examination by the MSC committee in may 2012 ;
  - waiting for the definitive classification by IMO in 2013.

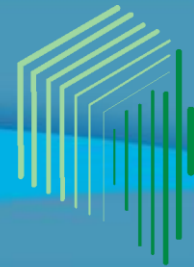


1993 - 2013



- ✓ On a legal level, the governance of maritime zones in the Mediterranean is subjected to various sectoral procedures with the superposition of a deep-sea international legal regime and increasing spaces falling under States competences.
- ✓ The practice aims at a holistic approach of marine area protection thanks to the juxtaposition of legal mechanisms : the protection of the Bonifacio strait tends to be organized thanks to this process, improvement tool of an overall and integrated management of the zone, with 6 categories of protected areas :
  - a natural reserve on the corsican side, classified S.P.A.M.I (Specially Protected Areas of Mediterranean Importance),
  - a national park on the italian side,
  - E.G.T.C.-P.M.I.B.B.,
  - marine areas NATURA 2000,
  - P.S.S.A. classification,
  - project of classification as UNESCO World Heritage sites.





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*Thank you for your attention !*

