



PREFET MARITIME
DE LA
MEDITERRANEE

PREFET DE LA REGION
PROVENCE-ALPES-COTE-D'AZUR
PREFET DES BOUCHES-DU-RHONE

**Prefectural Order
regulating navigation in the maritime and river regulation zone (MRRZ) of the
Great Maritime Port of Marseilles.**

TITLE I – GENERALITIES.

ARTICLE 1 – PURPOSE.

The present order creates a Maritime and River Regulation Zone, (MRRZ), backing onto the Port of Marseille (GPMM). The geographical boundaries of this area and their access channels and anchorages are summarized below and are listed in Annex I (coordinates in WGS84, or EUR50 LAMBERT III) of this document.

This order also defines the procedure to be respected and sets the rules applicable for navigation within the MRRZ of the GPMM as well as within the administrative boundaries of the said port.

The GPMM has a Vessel Traffic Service, (VTS) which has jurisdiction over the port administrative boundaries and inside the ZMFR. The operating rules of the VTS are defined in this Order.

Inside the MRRZ and within the administrative boundaries of the GPMM, measures relating to security rules to which ship captains and masters and pilots are required comply with, are those set by the ISPS rules, applied in full effect within the administrative boundaries of that port.

ARTICLE 2 – DEFINITIONS.

In this order:

- "**Ship**" refers to any floating means of transport, normally used for maritime navigation and therefore subject to these navigation regulations;
- "**Boat**" refers to any floating means of transport which is not normally used for maritime navigation. This includes in particular floating means of transport used for inland river navigation (convoys and other river barges).
- "**Small craft**" refers to any floating craft not covered by the definitions of "ship", and "boat".
- "**Registered service vessels**" refers to ships, boats, motor crafts used in connection with the normal operations in the port or to enforce the laws and regulations in force in the port (customs, national and local police, navy, maritime fire brigade, Port State control,

Lighthouse, Buoys and Beacons services, pilots, boatmen, tow services, the GPMM bathymetric and works services).

- **"GPMM"** refers to the Grand Port Maritime of Marseille which comprises the Eastern Harbours and the Western Harbours.

- **"Eastern Harbours"** refers to the part of the port located in the city of Marseille and off-shore (east of the meridian line of Sausset les Pins lighthouse).

- **"Western Harbours"** refers to the part of the port located in the municipalities of Fos, Lavera, Port-de-Bouc, Martigues, Berre, Port Saint Louis du Rhône and off-shore (west of the meridian line of Sausset -les-Pins lighthouse).

- **"Port VTS"** refers to the vessel traffic service, representing the Harbour Master and operated by the Port-de-Bouc and Marseille's vessel traffic watch towers.

- **"Fos Port Control"** is the call name for the Western harbours VTS, operated by the Port-de-Bouc watch tower

- **"Marseille Port Control"** is the call name for the port VTS of Eastern Harbours, operated by the Marseille vessel traffic watch tower.

- **"Pilot"** refers to the pilot of Marseille/Fos station, authorised to exercise coastal and port piloting missions following the specific terms and conditions defined in the "Local regulations of the pilot station" in the area extending from Rhône river on West, to Cape Camarat to the East.

- **"MRRZ"** refers to the maritime and river regulatory zone of the GPMM.

- **"AIS"** refers to the automatic identification system, used by ships, boats, and qualified service crafts, as well as the port VTS to identify vessels and exchange information electronically

ARTICLE 3 - VESSEL TRAFFIC SERVICE (VTS)

3.1 – Purpose.

The port VTS is operated by the vessel traffic watch towers of the GPMM's Harbour Master, to improve the safety and fluidity of traffic and to protect the environment.

3.2 - Role of the port VTS.

The VTS monitors, regulates and, in cooperation with the pilots, coordinates the maritime traffic in the MRRZ and the administrative boundaries of the port. It collects, forwards and distributes nautical and general information concerning the MRRZ.

It calls those ships and boats that have entered the MRRZ without having provided prior identification.

When it detects a situation likely to affect the safety or the security of navigation or presents a risk to the environment, it relays the information to the ships, boats and floating units concerned or present in the area and, if necessary alerts maritime authorities, via CROSS MED for events related to navigation safety and the environment, and the maritime police for events that may constitute a violation of security rules, military brigade of the Navy, in charge of and responsible for all aspects related to security in the MRRZ

Within the MRRZ, if the VTS detects a dangerous situation or if faced with a shipmaster whose decisions and/or maritime behaviour could be considered as contrary to safe maritime practice (erratic route, risk of collision, risk of grounding, unidentified ship, ship dragging its

anchor or other worrying or dangerous behaviour), it will, in cooperation with the pilotage services, immediately take the necessary safety measures to stop the risk or danger, including avoidance orders and / or route separation , depending on the traffic

In case of incident or accident in the MRRZ, the port VTS receives and relays the alerts to the services and administrations concerned, and alerts the maritime authorities through the MED CROSS La Garde.

The VTS authorises anchorage in the MRRZ and especially in the compulsory pilotage areas while respecting particular regulated or prohibited areas as defined by orders,

3.3 – Jurisdictional Limits

The authority of the VTS is limited to the zones and privileges detailed in paragraph 3.2 of the present order. This authority is independent of the notion of administrative jurisdiction.

The powers and duties vested in the Maritime Prefect continue to be in force in zones within his jurisdiction, inside the MRRZ.

Each service provider contributing to the implementation of the port VTS acts within the technical and legal framework set by the regulations governing its activity.

The organization of the port VTS in no way changes any authority or responsibility of any port stakeholders such as the vessel, boat and its crew, the Harbour Master, pilots, towing or mooring services.

The port VTS instructions apply without prejudice to international and national regulations governing the captain's responsibility for the safety of his ship.

The captain remains responsible for all decisions concerning the ship's management and maneuvering.

3.4 - Port VTS authority.

The President of the Executive Board of the GPMM, as the port authority and the empowered authority for the port police is the sole authority governing the port VTS.

3.5 – Harbour Master's Office

The port officers and deputy port officers, as agents of the empowered port police authority, ensure the operational use of the VTS, which is spread over two sites:

"Fos Port Control", the port VTS of the Western harbours, operated by the Port de Bouc. Watchtower:

VHF Channel 12
 Tel. : 00 33 (0) 4 42 40 60 60
 Fax: 00 33 (0) 4 42 40 60 20
 E-mail: offport-vigiepdb@marseille-port.fr

"Marseille port Control", the port VTS of the eastern harbours, operated by Marseilles watch tower:

VHF channel 12,
 Tel : 00 33 (0)4 91 39 42 41
 Fax: 00 33 (0)4 91 39 40 41
 E-mail : off.port-vigie.mle@marseille-port.fr

3.6 - The Pilotage Service.

The role of the pilotage service in the organization of the port VTS is primarily to provide the captain with:

- assistance for manoeuvre or stand-by anchorage,
- information on local navigation conditions prevailing in the piloting area as well as on the national and local regulations in force,
- assistance in communications between vessel, port VTS, tugs and mooring services,

The pilotage service issues an advice to the port VTS on the feasibility of the manoeuvres of entry, exit or shifting of ships, in accordance with weather conditions, timing and the characteristics of the ship.

It informs the port VTS of any break down or damage caused to the buoys or port facilities.

Ship/pilot contact is made :

- in the Western harbours on VHF 14,
- in the Eastern harbours on VHF 8.

3.7 - Towing Service.

Local regulations and some particular cases may oblige ships to be assisted by tugs.

The captain of the ship, on the pilot's advice, orders the number of tugs needed to manoeuvre.

Depending on the meteorological conditions, the regulations and safety of maritime traffic or other, duly justified elements the port VTS may, in coordination with the pilots, require the captain, at his expense, to be assisted by tugs, inside the MRRZ as well as within the administrative boundaries. These provisions are not binding for service vessels.

The VHF channel used during the manoeuvre is VHF: 6

3.8 – Mooring service.

Mooring and monitoring of the docking of ships or boats are the captain's responsibility.

If the ship does not use the boatmen, only members of the crew are allowed to perform the mooring or casting off of the ship.

The port VTS may in certain circumstances or upon request of the pilot, for safety reasons, oblige captains, at their expenses, to be assisted by boatmen.

The working VHF channel during the manoeuvre is VHF 6.

3.9 - Means.

The port VTS means are available 24/24 hours and clustered at the two sites defined in 3.5.

The port VTS provides:

- a central watch tower in Marseilles, working 24/24 hours and a lookout station at Ste Marie (south fairway of Eastern harbours),
- a watch tower at Port de Bouc, working 24/24 hours,
- radar covering the entire MRRZ area,

- a computer system for processing the radar images to get information about the echoes (position, course, speed in particular, etc.).
- an information operating system, broadcast by AIS transponders.
- inward port of call declaration software that deals automatically with the information received and transmitted to the SafeSeanet information network via Traffic 2000 .
- a system for telephone and VHF recording.
- a system recording the radar situations.
- a network of surveillance cameras.
- speed and wind direction sensors on different terminals.
- an indication of the water depth and a measure of swell height.
- nautical charts and documents.
- a subscription to the forecasts of France Meteorology.

ARTICLE 4 – GEOGRAPHICAL BOUNDARIES OF THE MRRZ.

In accordance with the regulations, the MRRZ lies outside the administrative boundaries of the GPMM. The provisions decreed in this Order apply, among other things, inside the MRRZ (see coordinates and plans attached).

The MRRZ's maritime boundaries:

- To the West, the meridian of Faraman lighthouse,
- To the South, the parallel of Planier lighthouse, between the Planier and Faraman, and then a line running from Planier to the Tiboulen de Maire island, lighthouse.
- To the east, a line that runs from the lighthouse of Tiboulen island till Cape Croisette and then to the coast towards North,

Outside the administrative boundaries of the port:

- The access channels.
- Waiting and anchorage areas of Marseille
- Waiting and anchorage areas of the Gulf of Fos.
- The river channel of the Barcarin lock to Darse 1.
- The river channels.
- Lock Barcarin.
- Lock Port St. Louis du Rhone.

A general plan of the area including in particular the MRRZ, the administrative boundaries of the port and the port VTS is attached in Annex V of this order.

ARTICLE 5 - GENERAL INSTRUCTIONS.

5.1 – With the exception of the derogations provided, captains and pilots are required to comply with the international regulations for preventing collisions at sea and especially the rule concerning navigation in access and narrow channels (rule 9).

5.2 - Any vessel or boat equipped with AIS, must maintain the equipment in service permanently whether in navigation or at stand by anchorage. In the event of failure, it must report immediately to the port VTS by giving its name and position or other useful information. These provisions are not imposed on government vessels.

5.3 - Any ship, boat and craft required to carry VHF equipment, in addition to monitoring the safety channel 16, must keep permanent watch on VHF 12, port VTS working channel. It

communicates its intentions of manoeuvre by VHF 12, particularly in fairways, when leaving dock areas, canals and narrow channels.

5.4 - Communications between the ship, boat and the port VTS are in English or French. If these communications are not satisfactory from the point of view of audibility or comprehension in one of these languages, the assistance of a pilot may be imposed on the ship, at its own expense, regardless of its size.

On board vessels subject to compulsory pilotage, once the pilot has joined the bridge of the ship to be assisted, he reports his presence to the port VTS to receive instructions and information about his movement in the MRRZ.

In the fairways, docks and basins, ships and boats having to cross or operate in close proximity to each other, communicate and agree on their intentions early enough on VHF 12, in order to avoid any situation likely to compromise the safety and security of navigation.

5.5- The movement of any vessel, boat or craft with a length of less than 50 m is limited to 5 knots within the coastal strip of 300 metres from the coast, or around the Islands and islets, including emerged rocks, marked or not, and artificial structures, breakwaters, jetties, fixed beacon marks, etc.

This limitation does not apply to government ships and boats, or registered service vessels.

5.6 - Motor crafts (jet skis, sea scooters) are subject to the provisions of article 3 of the Order n ° 24/2000 of the Maritime Prefect of 24 May 2000 regulating the movement of vessels and crafts along the French Mediterranean coast.

Their access to the Docks is prohibited.

5.7 - Notwithstanding the provisions of section 5.5, any ship or boat must adopt a suitable safe speed according to its manoeuvrability, the weather and traffic, in order to take at any time, appropriate measures to avoid a collision.

5.8 - Within the ZMFR and particularly in the dredged channels, canals, fairways and narrow waters, any ship, boat, craft, government units or registered service vessels, must navigate and manoeuvre with the usual precautions to avoid any problem or harm to the environment.

5.9 - Ships, boats and crafts of less than 50 metres in overall length must not impede the passage of ships in the channels. Priority may be given to the government floating units when imposed by their mission and its success, in compliance with safety rules, especially those concerning navigation.

5.10 - Within the compulsory pilotage areas, ships, crafts and fishing or pleasure boats under 50 metres of LOA, whether sail or motor boats, must, as much as possible, keep away from the routes of vessels of more than 50 metres in length.

5.11 - Laying nets and fishing equipment is prohibited in the access channels, fairways and docks of the GPMM. Any fishing equipment that is anchored or has drifted into these areas may be withdrawn by the forces of order, the police of fisheries or the port police at the risk and peril of the owner.

5.12 - Any ship, craft, boat or qualified service vessel should keep clear from a pilot boat carrying out a pilot transfer, taking into account the turbulence generated by its movement.

5.13- In general, the requirements of this Regulation must not impede navigation of the registered service vessels involved in port operations.

5.14 –Wherever possible, ships, craft and registered service vessels must not interfere with vessels undergoing special operations (bathymetry or other).

5.15 – Other than for reasons of safety or security, ships, boats and registered service vessels should not hinder or obstruct the ships and boats of customs, police and maritime police during their missions (including underwater intervention).

TITLE II - ACCESS.

ARTICLE 6 - GENERALITIES ON ACCESS IN THE MRRZ.

The following shall apply to ships and boats (excluding registered service vessels) entering the MRRZ, namely those:

- Bound to Eastern harbours,
- Bound to Western harbours,
- Forwarding from Eastern to Western Harbours and vice versa,
- Navigating along the coast.

6.2 – Ships and boats calling at GPMM have to make a request, as defined in the “General Police regulations for maritime, Commercial and fishing ports”.

6.3 – Before entering the MRRZ, ships, boats and service vessels must contact the port VTS, by VHF 12 or other means as soon as possible, namely :

- “**Fos port Control**”, the watch of western harbours,
- “**Marseille Port Control**”, for Eastern Harbours.

The limit of jurisdiction between the two watchtowers is defined by the meridian line of the Sausset-les-Pins lighthouse (005°06', 53 East – WGS84). Vessels sailing in the MRRZ and passing this line should regain contact with the watchtower of destination.

6.4 – Upon contact by marine VHF, ships and boats communicate their :

- name,
- position and ETA in the MRRZ,
- Fore and aft draught,

- Last port,
- Destination,
- Any failures,
- Health and security information,
- If applicable, dangerous goods of IMDG Class 1 and their position on board,

In response, they will receive the port VTS information on:

- The course to run,
- Pilotage,
- The call and availability of the berth,
- Security level of the port facility, if different from 1,

Special situations, especially traffic, weather, lighting...

6.5 – Without prejudice to the prefectural order n° 06/2004 of 30 of January 2004, any captain or pilot is required to inform the port VTS without delay, of any failure or damage on board; particularly concerning the engine, anchorage and steering apparatus or navigation equipment. In the case of failure of one or more of these devices, the Harbour Master or his representative may, in consultation with the pilotage service, suspend the authorization of movement or access to the port or align his authorization with certain additional security measures at the expense of the ship. The port VTS informs the ship and CROSS MED.

6.6 - In the event of an incident or exceptional weather conditions (wind, swell, fog), the Harbour master or his representative may, after consultation with the Chief of Pilotage service, temporarily suspend movements, access to the port or parts of the port or anchorage areas. This decision is relayed to all captains concerned through the port VTS.

When the port access is suspended and ships are at sea, it will be necessary to inform the maritime authority via the CROSS MED.

6.7 - Calanques National Park: Part of the MRRZ between Planier Island, Maire Island and including the islands of Frioul and the fairway channel south of the Eastern harbours, is situated inside the national marine park of Calanques.

ARTICLE 7 – PILOTAGE

7.1 - Compulsory pilotage areas are as follows;

• **Gulf of Fos:**

- Area limited to the west by the meridian of Faraman Lighthouse, to the east by the meridian of Cape Couronne Lighthouse, to the south by the parallel 43°18', 94 North (WGS84), including channels, basins, docks, inland ports and the Rhone river, from sea to Arles at 279 kilometers.

• **Gulf of Marseille:**

- Area limited by the broken line connecting the Maire island to the port of Méjean and passing by Cape Cavau.

7.2 - Pilots cross or stop within the compulsory pilotage areas and must head towards the ships to be assisted which, on entering these areas, move towards the entrance of the ports or stand-by anchorages or cross in these areas.

7.3 - However, the pilots must assist any ship that makes a request or whose situation requires their assistance in the MRRZ.

7.4 - Within the zones defined in 7.1 and 7.3, pilots are responsible for receiving, interpreting and providing all information relevant to the movements of ships and for participating in their coordination and operation in the interest of traffic management and safety.

7.5 - The thresholds for mandatory pilotage in the GPMM are defined as follows:

- **Eastern Harbours - Port of Marseille:**

- 50 meters LOA for all ships carrying dangerous or polluting cargoes;
- 70 meters LOA for all other ships of all kinds.

- **Western Harbours** - Port of Lavera, Caronte Canal, Etang de Berre and Port Saint Louis du Rhône:

- 50 meters LOA for vessels of all categories.

- **Western Harbours** – Fos harbours:

- 50 meters LOA for vessels of all categories;
- 70 meters LOA for vessels other than those carrying dangerous or polluting cargoes, bound for or coming from the container terminal at Darse 2 and the berth at Darse 3.

7.6 - Pilotage is not compulsory for coastal tankers of less than 80 meters LOA, equipped for maritime navigation and meeting all three conditions below:

- Navigation in the context of an activity limited to ship supply operations and transfers of products from one harbour to another, inner limits of the GPMM,
- Possession of technical properties and maneuverability specially suited to the activity described above (bow thrusters, active rudder, etc.);
- Carry a crew, officers and men, with recognized experience in this sector of activity and for whom the working conditions, in terms of safety in particular, have been approved by the maritime authority.

7.7 - Pilotage is compulsory for river boats outside the Rhone river and channels specifically devoted to river traffic (Rhone canal at Fos, Darse 1, Darse South, Fos-Port de Bouc canal, Port-de-Bouc harbour, Lavera Caronte canal, Marseille Martigues canal up to the Rocher des trois Frères, the Port St. Louis du Rhone and Tellines harbours, the Port Saint Louis du Rhône canal), except in the following cases:

- Boats of length less than 70 meters (50 meters if carrying dangerous or polluting goods);
- This limit is extended to a length of less than 200 meters (130m for passenger boats) and a breadth of less than 19m for boats for which the captain in charge of their operation holds a pilot's license.

ARTICLE 8 – ACCES TO THE EASTERN HARBOURS OF THE GPMM.

8.1 - Access to the Eastern harbours of Marseille is possible by one of the entrance channel defined in 8.4 and 8.5. (see the geographic coordinates of access channels and plans attached).

8.2 - On arrival in the access channels, overtaking is permissible only after agreement on VHF 12 between the ships involved in the operation and port VTS.

8.3 - Ships carrying dangerous or polluting goods should take the North entrance channel. However, passenger vessels (ferries and ropax) are not subject to this requirement and can take the South entrance channel, even if they are carrying dangerous goods in packaged form.

8.4 – Eastern harbours: South entrance channel.

It is bounded:

- to the north by the line joining the end of the Sainte Marie breakwater to the Pointe de la Désirade;
- to the west by the line from the St. Marie breakwater to the point of the Bench (Ratonneau Island), to its intersection with the line joining Cap de Croix and point Courille, extended to the parallel of Cape Cavau, from which it follows at course 199° to cross a line from the lighthouse of Planier island to the Tiboulen de Maire island;
- to the east by a line joining Pointe de la Désirade, the western end of the Catalans jetty, the Canoubiers buoy, the Sourdaras buoy, 1 nautical mile west of the western end of Tiboulen de Maire islet;
- the south by a line joining the Planier Island lighthouse and the island of Tiboulen de Maire lighthouse.

Navigation in the channel must be performed close to the outer limits, left or right, depending on the weather conditions, the pilot boarding point and the course adopted when crossing the island of If (large or narrow fairway).

8.5 – Eastern Basins: North entrance channel.

The north entrance channel is defined by an axis oriented north from point "PCEN6" (43° 11', 930 Nord/005° 09', 680 East), then oriented 050° from point "PCEN5" (43° 15', 993 Nord/005° 09', 680 East). This channel is limited to the Northeast when cutting a line of Erèvine Island lighthouse to the Cap Cavaou lighthouse.

The width is 2.5 Nm to the parallel 43° 15', 993 Nord (WGS84) and then 1,5 Nm.

Navigation is performed by taking the outer right edge of the channel. This channel provides access to the Marseille road.

8.6 – Eastern harbours: Bay of Marseille.

It is bounded by the mandatory pilotage area of the gulf of Marseille as described in 7.1

ARTICLE 9 - ACCESS TO THE WESTERN HARBOURS OF THE GPMM.

9.1 -Access channel to the Gulf of Fos.

(See the geographic coordinates of fairways and the plans attached)

9.1.1 - Access to the Gulf of Fos is by a channel whose axis is defined by a straight line bearing 344°, bisecting the white sector of the Pointe St- Gervais lighthouse, from the point indicated by the Omega buoy.

This channel is limited to the East and West respectively by bearings at 340° and the 348 ° of the lighthouse named above; it is limited to the North by the parallel of the buoy n°1 of the dredged channel.

9.1.2 - Navigation is performed on the outer right edge of the channel. Upon arrival, in the fairways, overtaking is only allowed after consultation by VHF 12 between vessels and the port VTS.

9.1.3 - Ships carrying dangerous or polluting goods are required to navigate along the length of this channel from the Omega buoy up to the pilot embarking point.

Supply tankers providing local transfers between the Eastern and the Western harbours, and vice versa, are not subject to this rule, subject to compliance with the following provisions:

- sail by the channel defined in paragraph 9.2, between the Port de Bouc fairway and Lavera buoy;
- navigate east of the eastern end of the Golfe de Fos fairway, between the Lavera buoy and Westside of Cap Couronne (and vice versa), keeping a minimum distance of one nautical mile from the coast;
- between South of Cap Couronne and the southwestern side of Cap Méjean (and vice versa), navigate by keeping a minimum distance of 2 nautical miles from the coast;
- between South of cap Mejean and the Marseilles road, navigate by the north entrance fairway.

9.2 – Fairway to the Port de Bouc entrance.

Access to Port de Bouc fairway is performed via a channel bounded:

- to the southeast by a line bearing 197°, from the St Antoine light, up to the intersection of the eastern edge of the Golfe de Fos fairway;
- to the north-west by a line from the Lèque light, through the Tasques buoy and extending toward the buoy number one (No. 1), to its intersection with the increase in the bearing of 340° of Saint-Gervais

9.3 Dredged channel of Golf de Fos

The dredged channel means the part between the pairs of buoys 2/Lavera and 9/10.

9.3.2 – The dredged channel is primarily reserved for vessels whose draught or particulars do not allow free navigation in the Golf of Fos.

9.3.3 – Vessels having to take the dredged channel should check with port VTS that there is no objection, before starting the leaving or approaching operations.

9.3.4. – When a deep draught vessel is constrained to follow the length of the dredged channel, as defined in 9.3.1, all other ships and boats must leave the full width of the channel clear for a distance of about 0.5 Nm fore and aft.

ARTICLE 10 - SECURITY MEASURES IN THE MARITIME PART OF THE MRRZ.

The maritime parts of the ZMFR for which specific security measures are defined are described below. For ISPS level 1, after reporting to the port VTS, access is allowed to trade

vessels and boats for which a call is scheduled. These provisions do not apply to government and registered service vessels.

Access is prohibited to any other trade vessel or boat, pleasure craft, fishing boat, as well as any other boat without the express permission of the port VTS.

Additional security measures may be applied for ISPS levels 2 and 3.

10.1 - Maritime part of Marseille.

Maritime part located within the breakwater (Digue du large) and bounded by the North and the South fairways.

10.2 - Maritime part of the Port de la Pointe at Berre.

Maritime part encompassing oil piers and bounded to the West by the light of the oil port of Pointe de Berre, then by a line from this light passing by the Red buoy, by the green buoy and joining the coast to the North, leaving the North-East end of the pier at 100 m.

10.3 - Maritime part of Caronte.

Maritime part of Caronte Wharf to a width of 25 metres in the canal. The beginning and the end of the area are indicated on the ground by the fences of the port facility.

10.4 - Maritime part of Lavera.

Maritime part encompassing petrochemical piers of the Lavera terminal and bounded by a line starting from the southern breakwater of the Darse des Caboteurs passing by the North dolphin of the Hbis berth and then joining the riverbank South of the entrance to the Canal de Caronte.

10.5 - Maritime part of Fos.

Maritime part encompassing:

- Darse 1, Darse 2, Darse 3, the Barcarin Canal up to the lock, the Fos Canal to Port-de-Bouc up to bow-string bridge, and a marine part to the south of the docks,
- North side, the coast to the north-eastern end of the Cavaou LNG terminal, then a line from this point through buoy n°7, and n°8 and ending on the West by the headland, to the south of buoy C6.

10.6 - Maritime part of the Tellines.

Area encompassing the Darse des Tellines and delimited by a line joining lights East and West of the dock.

10.7 - Maritime part of the stand-by anchorages for the Gulf of Fos and the Marseille Bay .

The maritime part of the stand-by anchorage area corresponds to the anchorage areas defined in title III.

For an ISPS level 1, access to stand-by anchorages is allowed to vessels or boats for which a call or anchorage was scheduled. These provisions do not apply to government or registered service vessels.

For any other merchant ship or boat, pleasure craft, fishing and any other craft, the approach within 200 metres of a vessel at anchor is prohibited without express authorization of the port VTS.

For ISPS levels 2 and 3, the minimal level 1 measures remain applicable and further measures may be taken.

ARTICLE 11-CROSSING TRAFFIC IN THE GULF OF FOS.

11.1 - Unless otherwise authorised by the port VTS, any vessel or boat that is not constrained to navigate in a dredged channel, namely due to its draught, cannot claim any priority, as defined in the following paragraphs, over any ship or boat that is compelled to navigate in the channel.

11.2 - Ships and boats using the channels have priority over any other crossing ship or boat, under the conditions defined below.

11.3 - Any ship or boat using the fairway to Gulf of Fos or the dredged channel has priority over any ship or boat coming from the fairway of Bouc entrance.

11.4 - Any ship or boat bound for Darse 2 and Darse 3 has priority over the ships and boats coming from Darse 1, Darse Sud or oil terminal.

11.5 -When two ships or vessels are coming from different docks, the priority belongs to the one on the starboard side of the other.

ARTICLE 12 – WESTERN HARBOURS: CARONTE CHANNEL.

12.1 - Any ship or vessel wishing to enter or move in the Caronte channel must obtain the permission of the port VTS by VHF 12, making sure it can do so without interfering with the manoeuvre of any ship or boat in transit.

12.2 - The triple mooring of ships or boats is prohibited in the canal, unless approved by the port VTS.

- 12.3** - Crossing is prohibited between the Aubran buoy and the Pont de Martigues. The vessel having requested the opening of the viaduct of Caronte has priority over other ships and boats.
- 12.4** - Navigation in the canal must be at reduced speed, compatible with good steering of the vessel and taking into account the effects of the wake current on the banks.
- 12.5** - Maximum speed allowed for merchant vessels and boats in the canal is 15 knots.
- 12.6** - Ships, fishing boats or pleasure crafts moving in the outer port of Lavera, in the canal de Caronte, must respect the speed limit of 10 knots between Port de Bouc fairways and the Martigues road bridge.
- 12.7** - Sailing is prohibited in the outer port of Lavera and the canal de Caronte between the Port de Bouc fairways and the Martigues road bridge

ARTICLE 13 – WESTERN HARBOURS: PORT SAINT-LOUIS DU RHÔNE CANAL.

Any ship or vessel wishing to enter or to move in the Port St.-Louis du Rhône canal must request permission from port VTS by VHF 12, ensuring that it can do so without interfering with the manoeuvre of any ship or boat in transit.

ARTICLE 14 – WESTERN HARBOURS: ACCESS BY LOCKS.

- 14.1** – The access is via the locks of Port St.Louis du Rhône and Barcarin, after permission of the port VTS.
- 14.2** - Ships and boats on the Rhone must contact the port VTS "Fos Port Control" on VHF channel 12, at least one hour before entering the administrative boundaries of GPMM or in the MRRZ.

They communicate:

- their position on the Rhone river;
- the estimated time of entry into the lock and the name of the lock;
- where they have come from and their destination, including within the MRRZ.

In response, the port VTS provides them:

- information about the access authorization;
- information about specific situations, including traffic, weather and lighting.

- 14.3** - To navigate out of the channels and areas specifically dedicated to river traffic as mentioned in section 7.7, boats must have a special permit issued by the prefect of the Bouches-du-Rhone department.

A prefectural order specifies the authorized areas and requirements.

TITLE III – ANCHORAGES.

Any vessel wishing to anchor in the MRRZ must, except in cases of force majeure, have prior authorization from port VTS by VHF channel 12.

Every vessel at anchor must maintain permanent watch on VHF channel 12 and keep the AIS device operating at all times.

Note: In special circumstances, the Harbour Master, on the advice of the Chief pilot, can modulate the radius of the watch circles or limit the number of ships allowed to anchor in the Marseille and Fos bays.

ARTICLE 15 – EASTERN HARBOURS: ANCHORAGE AREAS.

15.1 –Marseille North Bay – Ste Marie Anchorage

- Area bounded:
 - to north and east by the port of Marseille breakwater;
 - the southeast by the line joining the south-western end of St. Marie breakwater and Pointe de Banc;
 - to the west by a line joining the Banc end and the north watchtower; located on the outer breakwater.

15.2 –Marseille North bay - Estaque anchorage

- Area bounded :
 - to West, North and to East by the coast or the breakwaters,
 - to South, by the latitude of Cap Méjean.

ARTICLE 16 – Western harbours – anchorage areas.

16.1 – Golfe of Fos Eastern anchorage.

- Area bounded:
 - to West by the bearing of 340 °at Saint-Gervais lighthouse;
 - to East by the coast from Lavera to Cap Couronne;
 - the North by the parallel of the Lavera buoy;
 - the south by the parallel of Cape Couronne lighthouse.
- The radius of the minimum watch circle to respect around the anchorage point in this area is:
 - for a vessel of less than or equal to 200 meters of LOA, a circle of about 0.3 Nm radius,
 - for a ship between 200 and 300 meter of LOA, a circle of 0.4 Nm radius,
 - for a ship longer than 300 meters, a circle of 0.5 Nm radius.

16.2 – Golfe de Fos Western anchorage.

- Area bounded :
 - to East, by the bearing of 348° of St Gervais lighthouse,
 - to North, by the dredged channel of Fos,

- to West, by the 007° bearing of St Gervais lighthouse,
- to South, by the latitude line of Cap Couronne lighthouse.

The radius of the minimum watch circle to respect around the anchorage point of a vessel in this area is:

- for a vessel of less than or equal to 200 meters of LOA, a circle of 0.3 Nm radius;
- for a ship between 200 and 300 meters of LOA, a circle of 0.4 Nm radius
- for a ship longer than 300 meters, a circle of 0.5 radius.

In this area there is a special anchorage for large tankers with a capacity greater than 100,000 m³ (L = 43 ° 19 ' , 75 North, G = 004 ° 55' 95 East, radius = 0.5 Nm, WGS84).

16.3 – Golfe de Fos North anchorage.

This is an area located north of a line formed by the northern edge of the dredged channel, extended to its intersection with the line parallel to the alignment bearing of 37° from the Bouc fairway, drawn 500 meters north of it.

This area is reserved for vessels less than or equal to 200 meters in length. The radius of the watch circle to consider is of 0.3 Nm minimum.

ARTICLE 17 – TRANSSHIPPING ON ROADS.

17.1 - The transshipment of dangerous or polluting goods between ships on roads is subject to approval of the port VTS. The request must be made at least 48 hours in advance. This period may be reduced to 24 hours in case of emergency.

17.2 - The area assigned to transshipments is situated in the "Gulf of Fos West" anchorage area and it's limited by the points of coordinates:

A : 43°22',12 N 004° 55',11 E
 B: 43°22',12 N 004° 56',79 E
 C : 43°19',84 N 004° 57',43 E
 D : 43°19',28 N 004° 55',47 E

17.3 - The port VTS informs the CROSSMED La Garde before allowing a transshipment by referring to:

- the names, owners, flag, tonnage, the year built, last port and destination of the vessels involved;
- the day and start time of the transfer;
- the nature and amount of product(s) transshipped;
- the expected duration of the operation.

17.4 - Transshipments are banned or suspended in the following cases:

- wind, or wind forecast, calm or more than 20 knots, or from the South;
- swell above 2 meters;
- visibility less than 0.5 Nm;
- storms or storm cells planned or located in a radius of less than 5000 meters around the vessels concerned.

17.5 - The port VTS may impose the implementation of measures to prevent and fight pollution (including floating booms), at the expense of those vessels

17.6 - The bunkering of ships on Marseille and Fos Bay is not considered a transshipment but is subject to authorization:

- from port VTS, when taking place within the administrative boundaries of GPMM;
- from CROSSMED, on port VTS advice, when taking place outside the administrative boundaries of GPMM, in the MRRZ.

ARTICLE 18 – PROHIBITED ANCHORAGE AREAS.

Anchorage is prohibited in some areas to protect equipment resting on the bottom such as submarine cables or any pipelines.

A ship, boat or craft that has anchored in these areas due to circumstances of force majeure, is obliged to run out the chain at the end, after having buoyed.

He must immediately report his position to port VTS.

(These areas are shown in the maps attached).

18.1 – Prohibited anchorage area in the bay of Marseille.

18.1.1 – Fairway between Pomègues and Endoume.

● Protection area for submarine cables bounded :

- to the north by the line joining the tip of the Banc (the most Northern tip of the Ratonneau island) and the tip of the Désirade (Pharo) light,
- to the East by the coast and the line joining the South Island of Endoume and the tip of Endoume,

- to the South by the line joining the semaphore Pomègues and the tip of Southern tip of Endoume islands,

- to the the West, by the broken line including the Hill 86 Meridian (old battery of Pomègues island), the coast to the tip Doriou, the line joining the tip Doriou at the southern end of the Frioul breakwater, the Frioul breakwater, the coast to Cape Croix, the alignment Courille's tip - Cape Croix.

Furthermore, anchorage is prohibited in the south port fairway of the south bay of Marseille.

18.1.2 - To the South of Island Pomègues.

This is a protection zone for submarine cables, forming an irregular polygon in shape and extended to the west by a trapezoid-shaped zone.

This area is bounded as follows:

● Polygonal area:

- to the north by the parallel of the semaphore of Pomègues island between this island and the coast;

- to the east, by two lines originating from the Tiboulen de Maire island, one oriented to 037° and extended to the coast, the other oriented at 150° and extended to the parallel 42° 55'00 North (WGS84)

- to the south by the parallel 42° 55', 00 North (WGS84)
- to the west by a line running at 210° from the Cape Cavaou lighthouse extended south to the meridian 42° 55',00 North (WGS84) and to the north by a curved line parallel to the general direction of the east coast of the Pomègues island, at a distance of 400 m from shore, running from Cape Caveaux at the northern limit defined above.

- Trapezoidal Zone:

This is a band of 1.5 nautical miles wide, oriented at 260°, whose northern boundary passes by the Cape Cavaou lighthouse and extends west to the eastern end of the North fairway.

18.2 – Prohibited anchorage in the Golf of Fos.

It is forbidden to drop the anchor:

- in the area between the bearings between 340° to 348° of the Saint-Gervais lighthouse (white area) corresponding to the Gulf of Fos fairway from the North anchorage area of the Gulf, to the parallel of Omega buoy;

- in the dredged channel of Fos;

- in the access channels to Fos docks;

- in the cant area of the Fos oil jetties;

- in the fairway to Bouc and within 500 meters of the entrance alignments at Port-de-Bouc;

- in the area of the former sea-line of Lavera bounded on the north by the parallel 43° 23',30 Nord, to the west by the meridian 004° 58',40 East, to the south by the parallel 43°22',55 Nord (WGS84) marked by the Lavera buoy and to the east by the coast.

Many pipe-lines, isolated or in layers , are disposed abreast of the Bouc fairway and Caronte channel between the harbor of Port-de-Bouc and the Etang de Berre.

They are marked with white panel beacons, with the words "INTERDICTION DE MOUILLER" (Forbidden to anchor), written in reflective paint. These beacons are placed on the north bank of the fairway and the channel, along the axis of each of the sea-lines or layers of pipes.

The prohibition extends to the points marked upstream and downstream of the panels.

TITLE IV – FAIRWAYS AND DOCKS.

ARTICLE 19 – EASTERN HARBOURS: FAIRWAYS AND INNER WATERWAYS

19.1 - In the fairways and inner waterways of the eastern Harbours, ships have priority over boats and crafts subject to the respect of any signage.

Rowing boats and other sporting or entertainment are prohibited in narrow areas of the commercial and fishing port, especially in the fairway leading to the fishing port of Saumaty.

19.2 - Fishing vessels, pleasure crafts and sailing boats entering or leaving the Vieux Port, in the South outer port, must keep clear of ships entering or leaving the Joliette harbor and

navigate as close as possible to the tip of the Désirade. The crossing of the fairway to the southern entrance must only be done beyond the tip of the Désirade, perpendicular to the channel, to cross it as rapidly as possible and only when a merchant vessel is not maneuvering in the channel.

19.3 – The longitudinal channel is formed by successive basins from the North to the South entrances.

19.4 – In the longitudinal channel runs, the priority of passage belongs to the ship coming from the north, subject to respect of any signage

19.5 - A vessel underway in the longitudinal channel has priority over the other ships and boats coming from the side basins or a berth alongside the Digue du Large and attempting to enter the channel.

19.6 - In this longitudinal channel, the speed of ships and boats must not exceed 10 knots.

19.7 - Crossing in the longitudinal channel:

If ships or boats are crossing in opposing routes, they must keep to the right of the channel, when possible. Each vessel must also indicate the direction of the manoeuvre by VHF 12.

19.8 – Outrunning between ships and boats must be carried out on the port side of the overtaken vessel, if possible and safe. Crossings are prohibited between motored vessels.

Outrunning is allowed when they cross a non-motorised ship or towed boat, or a towed craft. In this case, the ship or vessel that wishes to overtake announces his manoeuvre by a regulatory sound signal.

19.9 – A special convoy consists of a unit (Large vessel or craft, or damaged vessel) and those assisting it. The maneuver difficulties are such that it is given absolute priority. The qualification as special convoy is given by the port VTS. No vessel, boat or craft must approach within 50 meters of such a convoy.

ARTICLE 20 – PRIORITY IN THE FAIRWAYS.

Priority ships crossing the fairway first must inform the other ships by regulatory signals and/or VHF 12, of the direction of the manoeuvre that they propose to carry out. They must continue to manoeuvre cautiously until any uncertainty has passed.

Non-priority vessels must adjust their speed to avoid crossing or outrunning in the fairways and also indicate the direction of their own manoeuvre by VHF 12.

20.1 – Eastern Harbours: Northern fairway

The outgoing ship has priority when it has passed beyond the North-western spur of the Léon Gourret pier. If two vessels are leaving, one from Cape Janet, the other from the Mourepiane docks, the vessel that is in the main channel has priority. .

20.2 – Eastern Harbours: Southern entry fairway.

The movements of ships and boats in the Southern fairway of the Eastern harbours, between the light of the South end of the Digue du Large and the Desirade light, are ordered by the port VTS and governed by the signage indicated in the appendix.

This signage is for any ship or boat, the indication that a ship or boat will enter or has already entered the fairway.

The prohibition of entry is shown starting from the time a ship that is leaving by the south enters the Abattoir fairway.

20.3 – Eastern harbours : Other fairways.

20.3.1 – Vieux-Port fairway.

Vessels have priority over other ships, fishing boats and pleasure crafts for the crossing of the passage between the Saint-Jean and Saint Nicolas fortresses.

Between two ships sailing in opposite directions, the ship leaving the fairway has priority , subject to compliance with the signals of the St. Marie watchtower's mast.

20.3.2 - Dry docks.

The port VTS manages all movements of the dry docks waters. The opening of the Bigue bridge must be requested well in advance; the times of high traffic will be avoided.

20.3.3 – Mourepiane fairway.

The ship or boat leaving the fairway has priority over the one entering.

20.4 – Western harbours: Bouc fairway.

Unless otherwise stated by the port VTS on VHF 12, any ship or boat leaving has priority over any vessel or boat entering.

Any ship or boat from Caronte canal has priority over the ships or boats leaving the wharves of Lavera, Anse Aubran, Fos- Bouc canal and the marina.

ARTICLE 21 – MOUVEMENTS IN THE MRRZ AND WITHIN THE ADMINISTRATIVE BOUNDARIES OF THE GPMM

Except in case of emergency, agreement of port VTS on VHF channel 12 must be obtained before any movement of ship or boat. The movements concerned by this procedure are:

- Berthing and unberthing;
- Shifting along a wharf;
- Moving from berth to berth;
- Arrival to or departure from an anchorage;
- Entering or leaving a maritime or river channel;
- Crossing a fairway;
- Crossing a lock;
- Entering and leaving dry dock

Similarly, the port VTS will be informed of any changes affecting the movement. The port VTS broadcasts this information to mariners that request it by VHF channel 12.

TITLE V – PROVISIONS APPLICABLE TO MOBILE BRIDGES.

Five bridges are concerned:

* Three are located in the Eastern harbours: the mobile bridges of Arenc and Pinede fairways on the longitudinal channel of Marseille, the Bridge of the Grande Bigue for access to small dry docks.

* Two bridges located in the Western harbours: Road Bridge of Martigues on the fairway to the Etang de Berre and the Caronte Viaduct, over the Canal de Caronte.

The following articles apply to all ships and boats where the size prohibits the passage under the closed bridges.

ARTICLE 22 – EASTERN HARBOURS: ARENC, PINEDE AND GRANDE BIGUE BRIDGES.

22.1 – Request to open a bridge

Performed by VHF 12, or exceptionally by phone, to the port VTS “Marseille Port Control”.

22.2 – Priority area.

Ships and boats underway towards one or other of the Arenc or Pinede fairways are considered as having priority to cross them once they have gone beyond the following points:

22.2.1 – Towards the Arenc fairway.

For a ship or boat coming from the North: the alignments of the northern pier of the Abattoir cross.

For a ship or boat coming from the South: across the berth n°104, in front of the southern end of the Morocco wharf.

22.2.2 – Towards the Pinede fairway.

For a ship or boat from the North: the alignments of the Southern pier of the Madrague cross.

For a ship or boat from the South: the alignments of the Northern pier of the Abattoir cross.

22.2.3 – Notion of “Having priority” for a ship or boat coming from a position located between a bridge and the limit of a priority area.

A ship or boat is considered to have priority as soon as it is in sight of the bridge, in maneuver, heading towards the bridge, and the mooring lines cast off.

ARTICLE 23– WESTERN HARBOURS: MARTIGUES ROAD BRIDGE.

23.1 – Width of ships and boats.

The bridge is opened under the conditions laid down hereinafter, to give way to any ship or vessel whose air draught exceeds the dimensions defined below ,

Heights :

- maximum height available (in the middle) 5,80m
- 10m on each side of the central axis of the fairway 5,50m
- 20m on each side of the central axis of the fairway 4,40m

These heights are indicated from reference point (+ 1.00) above chart datum.

Total width of the fairway: 55m.

23.2 - Opening and closing hours.

The mobile bridge opens at the request of the captains of ships and skippers joining the fairways, day and night, and everyday including bank holidays, subject to the following restrictions

The bridge is closed to navigation:

- Morning: from 5:45 to 6:00, from 6:45 to 7:15 and 7:45 to 8:30;
- At noon: from 11:00 a.m. to 12:40 p.m. and from 1:10 p.m. to 2:00 p.m.;
- Evening: 5 to 7 p.m.

After 8:00 p.m. and until 6:00 a.m. the day after, the bridge opens only on request made before 17:00 for ships and vessels of less than 3,500 GRT.

The bridge remains closed to navigation when the maximum speed of wind gusts exceeds the following values:

- 80 km / h for ships and vessels over 3000 gross tons loaded at least half of their deadweight.
- 100 km / h for ships and vessels under 3,000 gross tons loaded at least half of their deadweight

23.3 - Signalling authorizing or prohibiting the passage of ships and boats

See appendix

23.3.1- When prohibition lights are lit, all ships and boats must stop before entering the Jonquiere's fairway, whose limits are specified below:

Western limit:

The line of mark-up red and green lights located at the western end of the docks of the fairway.

Eastern Limit:

The line perpendicular to the axis of the canal and passing by the intermediate buoy of the fairway to the Etang de Berre.

In the Canal du Rove:

The North breakwater of the fishing and boating port.

23.3.2 –It is forbidden for any ship or vessel to enter the fairway:

- (a) if another ship or boat is already inside,
- (b) if the poor visibility prevents the signal lights from being seen.

23.4 - Special precautions.

Before any opening of the bridge for daytime navigation, the manoeuvre is announced to road traffic and pedestrians by a whistle blast or extended siren. Traffic lights then change from green to orange and then red - day and night — thus prohibiting the movement of vehicles.

Before the opening of the bridge, the deck is completely evacuated by the public, and access is prohibited by mobile barriers placed on the abutments, until the bridge has been returned to its closed position. These barriers cannot, under any circumstances, be crossed by the public

ARTICLE 24 – WESTERN BASINS: VIADUCT DE CARONTE

24.1 - Opening of the viaduct for the passage of ships.

The opening of the swing span of the viaduct is necessary to allow the passage of vessels with more than 21 m air draught.

The possible opening slots are given annually by the SNCF to the GPMM which provides information in a notice to users.

24.2 – Passage notice– Setting of opening times.

When the passage of a ship requires the opening of the viaduct, the port VTS warns Chief of railroad station of Martigues in the following periods:

The eve of the passage and before 5.30 p.m. for the ships scheduled to pass between 08.00 a.m. and 8.00 p.m.;

Before noon, for ships scheduled to pass between 9 p.m. and 8 a.m. next day. This period is increased by 24 hours when the ship's passage is scheduled on the night of Sunday to Monday (or the night following a holiday).

Exceptionally, 4 hours' notice can be accepted for ships scheduled to pass between noon and 11 p.m.

The opening time is set by mutual agreement between the Chief of the railroad station and the port VTS. It is such that the viaduct can be open at least a half hour, taking rail traffic into consideration.

24.3 - Delay or impediment to opening of the viaduct.

24.3.1 - The swing span is not opened when the maximum wind gusts speed is greater than 85 km (eighty-five kilometres per hour), as indicated by the anemometer recorder installed on manoeuvring cabin of this bridge. Decisions are based on these readings alone.

In the ninety minutes (at least) preceding the time fixed for the opening, the Chief of the Martigues – Caronte railroad station, must be able to immediately notify the port VTS by telephone or radio if this critical wind speed is then reached or exceeded. This must be done without delay, as soon as the anemometer has given this reading.

Port VTS immediately relays information to the pilot station and the Agency of the awaited ship, to decide, in agreement with the Chief of railroad station:

- Either to delay the passage of the ship, if the force of the wind is likely to continue;
- Or to continue the observation of the anemometer in order to open the viaduct on time or thereabouts) if the wind has dropped enough to allow it.

24.3.3 - When it is suddenly decided that a ship must delay or cancel its passage to the viaduct, the port VTS is immediately informed and, in its turn, warns the Chief of the railroad station without delay.

24.4 - Closing of the Viaduct.

The closing of the viaduct is subject to the authorization of the port VTS.

This authorization is recorded on the port VTS register and at the railroad station of Martigues.

It is transmitted either:

- When the ship concerned has gone beyond the swivelling area of the bridge,
- When the ship is not able to enter the safety area in enough time to cross the bridge before it is scheduled to close. In this case, the port VTS and the Chief of railroad station of Martigues agree about the measures to be taken in terms of vessel's position and rail traffic (maintaining the bridge open, or using the next opening period).

24.5 - Security Zone – Entry of Ships.

A security zone is made up of both sides of the viaduct.

To the west (seaward): zone of 3550 m between the Port-de-Bouc fairway and the Viaduct.

To the east (Etang side): zone of 3 600 m between Buoy No. 4 called "la Veuve" and the Viaduct.

Vessels concerned by the opening of the viaduct must not enter the security zones without the authorization of the port VTS who has obtained prior assurance that the viaduct is open.

This assurance is provided by the Chief of Martigues railroad station by VHF 12 message or by phone.

This message is on the register at the port VTS and Martigues station.

In addition, the entry of a ship in the security zone is only permitted if it is possible to clear the viaduct before the time scheduled for its closure, taking into account the necessary approach time of the ship.

24.6 - Liaison between ships, the VTS and the Martigues railroad station.

Any exchange of information between the viaduct and the port VTS is done:

- Primarily by VHF 12
- By telephone, through the Martigues railroad station.

TITLE VI - MISCELLANEOUS PROVISIONS.

ARTICLE 25 – REPORTING OF INFRINGEMENTS.

Infringements to this order are noted or registered after being reported by the pilot, port officers or deputy port officers, port surveyors, maritime police officers, judicial police officers and empowered police of navigation agents.

ARTICLE 26 - DATE OF APPLICATION AND TEXTS HEREBY REPEALED.

This order is applicable from the 16th of January 2012-01-27
As of this date, the joint order No. 78/88 is repealed.

ARTICLE 27 - ADVERTISING AND EXECUTION.

This order will be published in the Administrative reports of the Department of Bouches du Rhône and in the newsletters of mayors concerned.

ANNEXE 1-1

MRRZ boundaries

Nom / numéro de point	WGS84		EUR50		
P1	43° 20', 85 N	004° 41', 23 E	43° 20', 91 N	004° 41', 30 E	Point du trait côtier au sud de Faraman
P2	43° 11', 94 N	004° 41', 27 E	43° 12' 00" N	004° 41' 20" E	Point maritime
P3	43° 11', 94 N	005° 01', 81 E	43° 12', 0 N	005° 01', 88 E	Bouée Oméga (Idem PCO4)
P4	43° 11', 93 N	005° 13', 84 E	43° 11', 99 N	005° 13', 90 E	Ile du Planier
P5	43° 12', 83 N	005° 19', 60 E	43° 12', 89 N	005° 19', 67 E	Ile Tiboulou de Maire
P6	43° 12', 90 N	005° 20', 15 E	43° 12', 96 N	005° 20', 23 E	Cap Croisette

Eastern Harbours fairways

Nom / numéro de point	WGS84		EUR50		

Eastern border of the Southern fairway

PCES1	43° 17', 68 N	005° 21', 24 E	43° 17', 738 N	005° 21', 308 E	Pointe de la Désirade
PCES2	43° 17', 49 N	005° 20', 74 E	43° 17', 551 N	005° 20', 802 E	Extrémité Ouest digue des Catalans
PCES3	43° 17', 05 N	005° 20', 34 E			Balise du Canoubier
PCES4	43° 16', 99 N	005° 20', 26 E			Balise du Sourdaras
PCES5	43° 12', 61 N	005° 18', 21 E	43° 12', 674 N	005° 18', 275 E	Point maritime

Western border of the Southern fairway

PCES6	43° 17', 83 N	005° 21', 17 E	43° 17', 887 N	005° 21', 240 E	Extrémité de la digue Sainte Marie
PCES7	43° 17', 51 N	005° 19', 85 E	43° 17', 569 N	005° 19', 921 E	Point maritime
PCES8	43° 17', 16 N	005° 19', 43 E			Cap de Croix
PCES9	43° 16', 55 N	005° 18', 72 E			Pointe d'Ouriou
PCES10	43° 15', 64 N	005° 17', 38 E			Cap Cavau
PCES11	43° 12', 23 N	005° 15', 77 E	43° 12', 294 N	005° 15', 839 E	Point maritime

Eastern border of the Northern fairway

PCEN1	43° 18', 465 N	005° 15', 221 E			Point maritime
PCEN2	43° 16', 058 N	005° 11', 393 E			Point maritime
PCEN3	43° 11', 930 N	005° 11', 393 E			Point maritime

Separation axe of the Northern fairway

PCEN4	43° 19', 133 N	005° 14', 711 E			Point maritime
PCEN5	43° 15', 993 N	005° 09', 680 E			Point maritime
PCEN6	43° 11', 930 N	005° 09', 680 E			Point maritime

Western border of the Northern fairway

PCEN7	43° 19', 800 N	005° 14', 200 E			Extrémité est de l'île de l'Erévine
PCEN8	43° 15', 928 N	005° 07', 970 E			Point maritime
PCEN9	43° 11', 930 N	005° 07', 970 E			Point maritime

ANNEXE 1-2
Western harbours fairways

Southern fairway

Nom / numéro de point	WGS84		EUR50		
Eastern border of the upstream waterway					
PCO1	43° 22', 57 N	004° 57', 98 E	43° 22', 63 N	004° 58', 05 E	Point maritime (idem PCOF10)
PCO2	43° 11', 94 N	005° 03', 26 E	43° 12', 0 N	005° 03', 33 E	Point maritime
Séparation					
PCO3	43° 22', 62 N	004° 57', 65 E	43° 22', 68 N	004° 57', 71 E	Point maritime, milieu de chenal
PCO4	43° 11', 94 N	005° 01', 81 E	43° 12', 0 N	005° 01', 88 E	Bouée Oméga (idem P3)
Western border of the downstream waterway					
PCO5	43° 22', 677 N	004° 57', 302 E	43° 22', 74 N	004° 57', 37 E	Point maritime (idem MFO4 et PCOF9)
PCO6	43° 11', 94 N	005° 00', 384 E	43° 12', 0 N	005° 00', 45 E	Point maritime

Golf of Fos fairway

Nom / numéro de point	WGS84		EUR50		
PCOF1	43° 23', 077 N	004° 57', 730 E	43° 23', 138 N	004° 57', 798 E	Point maritime, côté nord du chenal (idem PCOL5)
PCOF2	43° 22', 994 N	004° 57', 483 E	43° 23', 055 N	004° 57', 5488 E	Point maritime, côté nord du chenal Proximité Bouée latérale Tribord "1" (idem MFN5)
PCOF3	43° 23', 489 N	004° 56', 424 E	43° 23', 550 N	004° 56', 490 E	Point maritime, côté nord du chenal (idem MFN4)
PCOF4	43° 23', 839 N	004° 54', 854 E	43° 23', 900 N	004° 54', 920 E	Point maritime, côté nord du chenal (idem MFN3)
PCOF5	43° 24', 139 N	004° 54', 373 E	43° 24', 200 N	004° 54', 439 E	Point maritime, côté nord du chenal (idem MFN2)
PCOF6	43° 23', 842 N	004° 54', 185 E	43° 23', 903 N	004° 54', 251 E	Point maritime, côté sud du chenal
PCOF7	43° 23', 459 N	004° 55', 934 E	43° 23', 520 N	004° 55', 999 E	Point maritime, côté sud du chenal
PCOF8	43° 23', 199 N	004° 56', 534 E	43° 23', 259 N	004° 56', 599 E	Point maritime, côté sud du chenal (idem MFO5)
PCOF9	43° 22', 677 N	004° 57', 302 E	43° 22', 74 N	004° 57', 37 E	Point maritime (idem MFO4 et PCO5)
PCOF10	43° 22', 57 N	004° 57', 98 E	43° 22', 63 N	004° 58', 05 E	Point maritime (idem PCO1)

ANNEXE 1-3
Lavera fairway

Nom / numéro de point	WGS84		EUR50		
PCOL1	43° 21', 789 N	004° 58', 374 E	43° 21', 850 N	004° 58', 440 E	Point maritime (idem MFE3)
PCOL2	43° 23', 633 N	004° 59', 146 E	43° 23', 694 N	004° 59', 212 E	Feu de Fort de Bouc
PCOL3	43° 23', 782 N	004° 59', 095 E	43° 23', 843 N	004° 59', 161 E	Feu de la jetée du Port de la Lègue
PCOL4	43° 23', 4235 N	004° 58', 759 E	43° 23', 485 N	004° 58', 825 E	Bouée latérale Babord "Les Tasques"
PCOL5	43° 23', 077 N	004° 57', 730 E	43° 23', 138 N	004° 57', 798 E	Point maritime, côté nord du chenal (idem PCOF1)

Eastern harbours Anchorage area

Endoume Anchorage area

Nom / numéro de point	WGS84		EUR50		
MES1	43° 16', 736 N	005° 21', 185 E	43° 16', 796 N	005° 21', 250 E	Pointe sud de l'Anse de la Fausse Monnaie
MES2	43° 16', 546 N	005° 20', 166 E	43° 16', 607 N	005° 20', 231 E	Point maritime (idem MIE17)
MES3	43° 16', 044 N	005° 20', 070 E	43° 16', 105 N	005° 20', 136 E	Point maritime (idem MIE 16)
MES4	43° 16', 035 N	005° 22', 026 E	43° 16', 096 N	005° 22', 091 E	Milieu de la jetée nord du port du Prado (idem MIE15)
A l'est : laisse de basse mer					

Sainte Marie Anchorage area

Nom / numéro de point	WGS84		EUR50		
MSM1	43° 20', 042 N	005° 20', 420 E	43° 20', 103 N	005° 20', 486 E	Tour de la Vigie nord sur la digue du large (idem MEN3)
MSM2	43° 17', 245 N	005° 18', 760 E	43° 17', 306 N	005° 18', 826 E	Pointe de Banc, Ile Ratonneau
MSM3	43° 17', 509 N	005° 19', 856 E	43° 17', 569 N	005° 19', 921 E	Point maritime (idem PCES7)
MSM4	43° 17', 826 N	005° 21', 175 E	43° 17', 887 N	005° 21', 240 E	Extrémité de la digue Sainte Marie (idem PCES6)
Au nord et à l'est : digue du large du port de Marseille					

ANNEXE 1-4
Estaque Anchorage area

Nom / numéro de point	WGS84		EUR50		
MEN1	43° 19', 800 N	005° 14', 200 E	43° 19', 861 N	005° 14', 266 E	Extrémité est de l'île de l'Erévine (idem PCEN7)
MEN2	43° 19', 707 N	005° 20', 220 E	43° 19', 768 N	005° 20', 285 E	Point maritime
MEN3	43° 20', 042 N	005° 20', 420 E	43° 20', 103 N	005° 20', 486 E	Tour de la Vigie nord sur la digue du large (idem MSM1)
Entre les points MEN3 et MEN4 : digue du large du port de Marseille					
MEN4	43° 20', 846 N	005° 19', 108 E	43° 20', 907 N	005° 19', 174 E	Extrémité nord de la digue du large
MEN5	43° 21', 386 N	005° 17', 386 E	43° 21', 447 N	005° 17', 451 E	Extrémité ouest de la digue du port de Corbière
Au nord-ouest : laisse de basse mer					

Western Harbours Anchorage areas

Northern area

Nom / numéro de point	WGS84		EUR50		
MFN1	43° 25', 068 N	004° 54', 482 E	43° 25', 129 N	004° 54', 548 E	Côte
MFN2	43° 24', 139 N	004° 54', 373 E	43° 24', 200 N	004° 54', 439 E	Point maritime, côté nord du chenal (idem PCOF5)
MFN3	43° 23', 839 N	004° 54', 854 E	43° 23', 900 N	004° 54', 920 E	Point maritime, côté nord du chenal Proximité Bouée latérale Tribord "7" (idem PCOF4)
MFN4	43° 23', 489 N	004° 56', 424 E	43° 23', 550 N	004° 56', 490 E	Point maritime, côté nord du chenal Proximité bouée cardinale sud 3bis (idem PCOF3)
MFN5	43° 22', 994 N	004° 57', 483 E	43° 23', 055 N	004° 57', 5488 E	Point maritime, côté nord du chenal Proximité Bouée latérale Tribord "1" (idem PCOF2)
MFN6	43° 23', 774 N	004° 58', 917 E	43° 23', 835 N	004° 58', 983 E	Côte (près Port de Bouc)
North and East : low water marks					

ANNEXE 1-5**Eastern area**

Nom / numéro de point	WGS84		EUR50		
MFE1	43° 22', 539 N	005° 00', 063 E	43° 22', 600 N	005° 00', 129 E	Côte
MFE2	43° 22', 540 N	004° 58', 690 E	43° 22', 601 N	004° 58', 750 E	Point maritime
MFE3	43° 21', 789 N	004° 58', 374 E	43° 21', 850 N	004° 58', 440 E	Point maritime (idem PCOL1)
MFE4	43° 19', 546 N	004° 59', 489 E	43° 19', 607 N	004° 59', 556 E	Point maritime
MFE5	43° 19', 541 N	005° 02', 287 E	43° 19', 602 N	005° 02', 353 E	Côte (près Carro)
To the East : low water mark					

Western area

Nom / numéro de point	WGS84		EUR50		
MFO1	43° 23', 416 N	004° 56', 034 E	43° 23', 478 N	004° 56', 100 E	Point maritime
MFO2	43° 19', 541 N	004° 55', 371 E	43° 19', 602 N	004° 55', 437 E	Point maritime
MFO3	43° 19', 546 N	004° 58', 202 E	43° 19', 607 N	004° 58', 268 E	Point maritime (Bord ouest chenal)
MFO4	43° 22', 677 N	004° 57', 302 E	43° 22', 74 N	004° 57', 37 E	Point maritime (idem PCO5 et PCOF9)
MFO5	43° 23', 199 N	004° 56', 534 E	43° 23', 259 N	004° 56', 599 E	Point maritime, côté sud du chenal (idem PCOF8)

ANNEXE 1-6
Prohibited anchorage areas

Eastern Harbours

Nom / numéro de point	WGS84		EUR50		
MIE1	43° 17', 826 N	005° 21', 175 E	43° 17', 887 N	005° 21', 240 E	Extrémité de la digue Sainte Marie (idem PCES6, MSM4)
MIE2	43° 17', 509 N	005° 19', 856 E	43° 17', 569 N	005° 19', 921 E	Point maritime (idem PCES7, MSM3)
MIE3	43° 17', 157 N	005° 19', 435 E	43° 17', 218 N	005° 19', 501 E	Cap de Croix, Ile Ratonneau, (idem PCES8)
MIE4	43° 16', 389 N	005° 18', 464 E	43° 16', 450 N	005° 18', 530 E	Pointe Courille, Ile Pomègues
MIE5	43° 15', 640 N	005° 17', 380 E	43° 15', 701 N	005° 17', 446 E	Cap Cavau, Ile Pomèges (idem PCES10)
MIE6	43° 14', 877 N	005° 11', 414 E	43° 14', 938 N	005° 11', 480 E	Point maritime
MIE7	43° 13', 356 N	005° 11', 409 E	43° 13', 417 N	005° 11', 474 E	Point maritime
MIE8	43° 14', 007 N	005° 16', 048 E	43° 14', 068 N	005° 16', 114 E	Point maritime
MIE9	43° 11', 436 N	005° 14', 008 E	43° 11', 497 N	005° 14', 074 E	Point maritime
MIE10	42° 55', 000 N	005° 01', 000 E	42° 55', 061 N	005° 01', 066 E	Point maritime
MIE11	42° 55', 000 N	005° 33', 404 E	42° 55', 061 N	005° 33', 467 E	Point maritime
MIE12	43° 10', 272 N	005° 21', 594 E	43° 10', 333 N	005° 21', 660 E	Point maritime
MIE13	43° 12', 83 N	005° 19', 605 E	43° 12', 891 N	005° 19', 671 E	Ile Tiboulen de Maire (idem P5)
MIE14	43° 15', 527 N	005° 22', 323 E	43° 15', 588 N	005° 22', 388 E	Côte, dédouché de l'Huveaune
Between MIE14 and MIES15 points : low water mark					
MIE15	43° 16', 035 N	005° 22', 026 E	43° 16', 096 N	005° 22', 091 E	Milieu de la jetée nord du port du Prado (idem MES4)
MIE16	43° 16', 044 N	005° 20', 070 E	43° 16', 105 N	005° 20', 136 E	Point maritime (idem MES3)
MIE17	43° 16', 546 N	005° 20', 166 E	43° 16', 607 N	005° 20', 231 E	Point maritime (idem MES2)

ANNEXE 1-7

MIE18	43° 16', 653 N	005° 20', 725 E	43° 16', 714 N	005° 20', 791 E	Point maritime, sud des Iles d'Endoume
MIE19	43° 16', 906 N	005° 20', 738 E	43° 16', 967 N	005° 20', 804 E	Côte, Pointe d'Endoume
Between MIE19 and MIE20 points : low water mark					
MIE20	43° 17', 677 N	005° 21', 243 E	43° 17', 738 N	005° 21', 308 E	Pointe dela Désirade (idem PCES1)

Prohibited anchorage outside the breakwater

Nom / numéro de point	WGS84		EUR50		
MIED1	43° 19', 497 N	005° 20', 761 E	43° 19', 558 N	005° 20', 826 E	Côté extérieur du bassin Pinède. Dans un cercle de 200m de rayon centré sur la position

Western harbours

Nom / numéro de point	WGS84		EUR50		
MIO1	43° 23', 300 N	004° 59', 500 E	43° 23', 36 N	004° 59', 56 E	Lavera, Anse de Canal Vieil
MIO2	43° 23', 300 N	004° 58', 400 E	43° 23', 36 N	004° 58', 47 E	Point maritime
MIO3	43° 22', 543 N	004° 58', 400 E	43° 22', 60 N	004° 58', 47 E	Point maritime
MIO4	43° 22', 548 N	005° 00', 011 E	43° 22', 61 N	005° 00', 08 E	Ponteau, Pointe Castagnole

ANNEXE 2-1 (Not to use for navigation)



