



## Best practice 2025 for yachts captains and agents

### What is new?

- **Duration Maritime regulation : AP 77/2025**

*These decrees apply to all ships with a gross tonnage  $\geq 300$  UMS or length overall  $\geq 45$  meters.*

**For Yachts ranging from 24 to 79 meters (with AIS):** A **Declaration of anchorage** to the signal station is required, with anchoring permitted on the same place for a duration of 72 hours, extendable by 72 hours slot. This maximum duration may be extended under the captain's responsibility for vessels maintaining a permanent watch and crew on board.

These units, while respecting the Posidonia protection decree, can anchor outside the compulsory anchorage areas as defined in decree 157/2024 appendix 5. In **Golfe Juan**, a priority area is dedicated to yachts from 24m to 79m.

**Yachts of 80 meters or more** must obtain anchorage **authorization** from MRCC La Garde at least one hour before arrival via the signal station. The duration of anchorage is limited to 24 hours initially, renewable up to 72 hours. **By derogation**, the MRCC may grant anchoring permission for a maximum initial period of 72 hours, **only from May 1 to September 30**, renewable by slots of 72 hours at the end of the initial period. The units that received the authorization are required to anchor in compulsory anchorage areas defined by decree 157/2024 appendix 5. There are 4 areas: 1 in **West Cannes**, 1 in **East Cannes**, 1 in **Golfe Juan**, 1 in **Menton**.

The 72-hour anchorage period may be reduced by the maritime authority for reasons connected with maritime safety and the maintenance of public order at sea, the security of the approaches or the protection of the environment. In this case, the injunction to leave the anchorage takes the form of a formal notice from the MRCC to the ship or to the agent

**VHF contact for declaration and authorization must be made at least 1 hour before:**

- Anchorage position from **Theoule** to **St Laurent du Var**: « La Garoupe » signal station VHF 16 / VHF 11
- Anchorage position from **Nice** to **Cap d'Ail**: « Ferrat » signal station VHF 16 / VHF 10

**Derogation** may be granted in exceptional circumstances, such as nautical or land event generating exceptional influence of ships or reducing the access capabilities of a port.

**Other derogatory measures:** if necessary.

***Within compulsory pilotage areas, derogations requests from yacht captains can be granted with pilot assistance.***

**Dynamic positioning** within 500m of the shore is prohibited and limited to a maximum of two hours. with approved dynamic positioning device mandated by flag or classification societies.



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- **Maritime regulation : 384/2023**
    - **Fireworks** – Any Fireworks launched from a vessel within the maritime area are subject to prior declaration to the maritime authority (DDTM 06). Refer to **81/2009** for the procedure for declaring firework. Navigation and anchoring are prohibited within a radius of 300 meters around the location where the fireworks are being launched.
    - **Marine mammals** - Approaching marine mammals within 100 meters is prohibited.
    - **Noise emissions** - A vessel or its engine must limit its noise emission to those generated by its normal mode of navigation. Any noise emitted within 3 miles off the shore, whether day or night, that causes abnormal disturbance is prohibited.
    - **Ship lighting** – Devices indented to illuminate the seabed are prohibited 1 hour after the legal sunset time until 1 hour before the legal sunrise time.
  - **Reminder**
    - Regulation regarding **the protection of Seagrass-beds and prohibition of anchorage for yachts exceeding 20 or 24 m** is outlined in Maritime Authorities **decree (AP) 204/2020, 205/2020 and 249/2020**. These decrees establish a **demarcation (red line) along the coastline**, following the Posidonia seabed beyond which anchoring is prohibited for yachts exceeding 24 meters, except **Nice Airport Eastern Area** for yachts exceeding 20 meters.
    - **Using the Donia application (donia.fr)** or Medtrix.fr ensures avoidance of anchoring in Posidonia areas. Additionally, the Donia application facilitates online reservation of one of the 9 mooring buoys installed around **Cannes Islands**, north of the compulsory anchorage area in **Golfe Juan** and in the **Eze Sea**, for vessels ranging from 24 to 70 meters.
    - Remind MARPOL regulations prohibiting the dumping of garbage at sea for all ships, regardless of their size, and specific clarification concerning fireworks at sea.
    - Recall that the inclusion of Posidonia seagrass is carried out in the definition of anchorage areas authorized for ships in addition to measures taken for maritime and state security.
  - **Maritime regulation 252/2022**
    - Regulating navigation and anchorage in bay of **Villefranche**:
    - Speed limit in northern part: 5 knts;
    - No anchorage zone (ZIM) around North / South buoys and historic wreck;
    - Special anchorage area for ships of 50 m and more and subjected to compulsory pilotage.
  - **Maritime regulation 146/2019**
    - Defines air draft limits around the **airport area**.
    - Vessels with air draft  $\geq 43m$  are subject to compulsory pilotage regardless the ship's length.
  - **Maritime regulation 109/2024 –**
    - Regulation for nautical leisure activities and speed limit
- Speed limit:
- Between **Cannes Bay** and **Cannes Islands** (Maritime regulation **36/2016**): 10 knts
  - **Nice port** (Maritime regulation **128/2019**): Access channel area 5 knts and 15 knts
  - **Theoule** area (New maritime regulation **61/2024**): Speed limit area 5 knts and 15knts
  - **Cap D'Antibes** (Maritime regulation **86/2018**): Speed limit area 5 knts and 10 knts

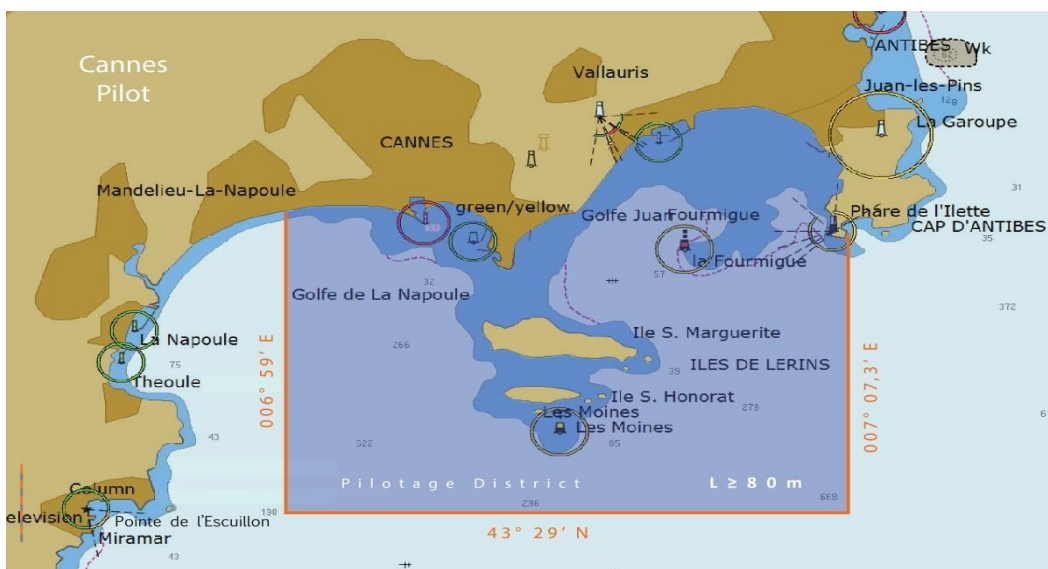
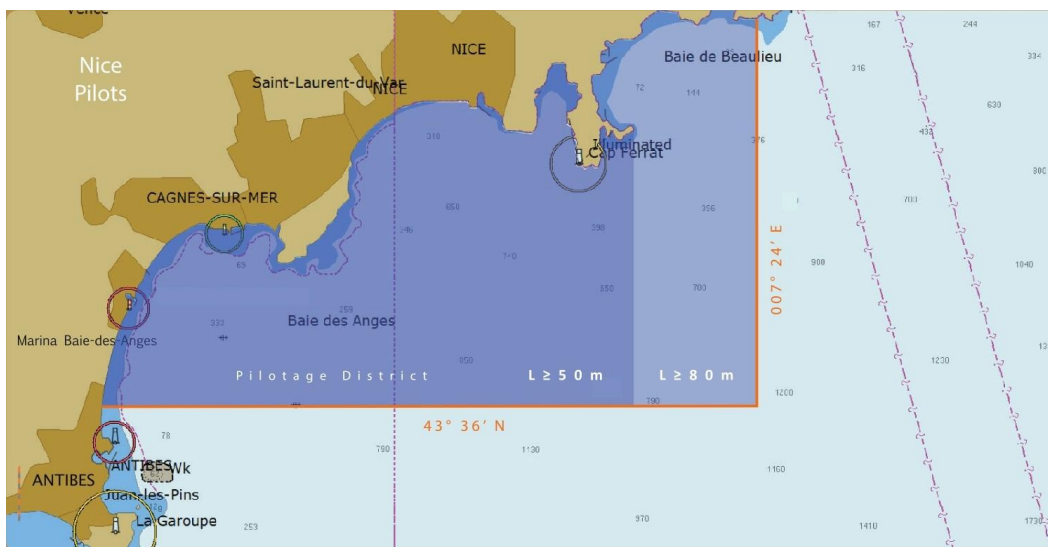
All maritime regulations can be found on <https://www.premarmediterranee.gouv.fr/arretes>

Access marine safety information and current regulations on an interactive marine chart online or from the Nav&Co. application (PING), available on Apple store and Playstore.



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### Where is pilotage compulsory and for which vessel lengths?



### When is pilotage compulsory?

- Pilotage is compulsory for berthing / unberthing and dropping anchor inside the pilotage districts. Pilotage is also mandatory when leaving anchorage. However, pilotage for leaving Beaulieu-Cap Ferrat or for entering and leaving anchorage and the port of Antibes is optional. (Except in Antibes for yachts used for commercial purposes considered as passenger ships)
- Pilotage is not compulsory when passing through a pilotage area with a destination outside of it. Transferring crew or passengers when adrift in a pilotage area, such as in front of the port of **St Laurent du Var**, is forbidden. Anchors must be dropped with the pilot on board; otherwise, transfers can be executed outside of the pilotage areas.

### How to advise the pilot station and when?

- A pilot service can be requested 24/7. Contact the Pilot Station as early as possible to require the pilot services, and the desired time slot for anchorage / berthing.



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- To request a pilot, please contact the Pilot Station by email (if over 24 hours before arrival), or by SMS (if less than 24 hours before arrival). For questions or further information contact by cell phone. There is a minimum of one hour delay once pilot request is complete.
- For vessels that have already requested a pilot, last minute questions or changes can be addressed via VHF 12 thirty minutes prior to arrival or departure.
- For departures, the pilot station can try to accommodate you in less than one hour.

### Why is pilotage compulsory?

- Compulsory pilotage areas are defined by the French Maritime Authority taking into account environmental safety, collision risk and pollution in sensitive areas with heavy traffic in regions of high population density.
- With increasing traffic density and vessel sizes in the French Riviera each year, managing such growth presents a challenge and requires special attention. The French Maritime Authority has appointed the semi-governmental organization of the Pilotage of Nice-Cannes to assess risks, and monitor compliance with local regulations and safety procedures.
- A pilot is needed within designated compulsory pilotage areas based on the vessel's size. pilotage may also be required depending on zone occupancy, presence of dangers, and preservation of reefs and Posidonia beds in Natura 2000 sites.

### Who are the pilots?

- The recruitment of pilots in France is directed by the French Navy and ensured by the Maritime Administration, independent of the Pilot Station, within a pool of accredited unlimited licensed captains with a minimum of six years of experience at sea.
- All Pilots of Nice-Cannes are enlisted from the Marseille-Fos Pilot Station. Prior to their duty in Nice-Cannes, they undergo additional local examination under the Maritime Authority supervision. They all have a minimum of 10 years' experience as full pilots in Marseille-Fos where they handle around 700 ships annually, from the biggest cruise ships to the oldest single-screw-propeller cargo-ships, in areas where navigation demands special caution.
- Pilots regularly train on their own shiphandling simulator, establishing critical skills to deal with unusual situations when they arise, as well as attending regular B.R.M. and E.C.D.I.S. trainings. Through specific certifications and geared trainings, they maintain the highest standards of service and are committed to provide the highest possible security

### What can the pilot help with?

- Throughout their extensive experience, pilots have acquired practical knowledge and developed high manoeuvring skills on all types of vessels, allowing them to operate safely even in the most challenging conditions. You can rely on our team of highly qualified pilots to provide optimal service for all berthing, unberthing and anchoring operations ensuring they are conducted in the best possible conditions.
- The pilot station invests in a high-level weather forecast service, enabling pilots to provide real-time weather information and update on wind and wave conditions. This ensures that vessel movements are carried out with full awareness of prevailing weather conditions enhancing safety for all involved.
- Pilots are intimately familiar with the routine of local fishermen and constantly evolving local regulations. They collaborate closely with organizational teams during special events such as sailing-boat races, ensuring smooth coordination and safe navigation for all participants.
- By leveraging their extensive experience and local knowledge, pilots play a crucial role in ensuring the safety and efficiency of maritime operations in the French Riviera.

### Where should I pick up the pilot and at which speed?

- Pilot boat will board your ship at a speed of 6-7 knots and the pilot will board using a pilot ladder on lee-side, unless alternative arrangements are agreed upon through VHF communication.



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- Depending on weather conditions, the usual embarkation points for pilots are as follows:
  - For berthing in **Nice port**: 1 nautical mile south of the port entrance;
  - For Beaulieu anchorage: 1 nautical mile from **Pointe Ste Hospice**, south or east;
  - For **Villefranche** Bay anchorage: latitude of **Cap Ferrat**;
  - For **St Laurent du Var** anchorage: 3 nautical mile south of the port of **St Laurent**;
  - For Golfe-Juan anchorage: 1 nautical mile SSW of **Cap d'Antibes**;
  - For **Cannes** anchorage: latitude of **St Honorat Island**, either in the west or east.

### Is there a tug available for emergency cases?

- A newly commissioned 15-ton traction tug, environmentally responsible and compliant with NECA and SECA regulations is available in **Nice port**. Fitted with fire-fighting equipment and a crane for enhancing harbour services. Please notify the pilot as soon as possible if such assistance is required.

### How do I pay the pilotage and mooring fees?

- Pilotage and mooring fees are determined annually by the French Government, based on ship dimensions provided by the Lloyd's Register.
- Using a dedicated app, the pilot will directly send the invoice to your chosen email address via smartphone while on board. You can indicate your payment preference to the pilot, whether in cash or through an agent responsible for payment. In case of cash payment, note that the total invoice for berthing and unberthing is due at the time of unberthing.

### How do I get a helicopter authorization for my yacht?

The Captain of the Yacht or managing company must submit an application to the Mediterranean Maritime Prefecture. Upon receipt and clearance from administrative and military authorities, the Prefecture will issue a prefectural order authorizing the use of the helipad, with the permit being permanent.

- Required documents for the application includes:
  - Letter from the Yacht's captain signed and dated;
  - Yacht's registration certificate;
  - Valid copy of the yacht's insurance.
- If a helicopter is on board, additional documents are required:
  - Helicopter's registration certificate;
  - Valid copy of the helicopter's insurance;
  - Valid helipad certification for each helicopter pilot, issued either by the Paris Police Prefecture for foreign pilots or by the Departmental Prefecture for French pilots.
- All documents should be submitted via email to:  
**[premar.aem.rm@premar-mediterranee.gouv.fr](mailto:premar.aem.rm@premar-mediterranee.gouv.fr)**



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### Where are helicopter operations authorized?

- Helicopter operations, including landing and take-off, are permitted when the ship is more than 8 km from **Nice Airport** and 6 km from **Mandelieu la Napoule Airport**.
- Additionally, the ship must be more than 300 meters from shore.
- Flying above a mass of people, such as a cruise ship, is strictly prohibited for safety reasons.

