



Italian Ministry of Infrastructures and Works
District Maritime Office of Golfo Aranci

Order No. 15/2009

The Head of the Maritime District,

HAVING REGARD TO: Decree No. 16 dated 28/04/2007 with which the District Maritime Office of Golfo Aranci approved the "Internal Regulations of the marina of Marina di Portisco";

HAVING REGARD TO: Order No. 13/2007 dated 28/04/2007 with which the District Maritime Office of Golfo Aranci approved the "Safety Rules of the marina of Marina di Portisco";

HAVING REGARD TO: the application, protocol no. 404 dated 05/02/2009, by the joint-stock company Marina di Portisco;

DEEMED FIT: to regulate the activities which take place within said marina from the point of view of navigation and port safety;

HAVING REGARD TO: Articles 16 - 17 – 30 - 62 - 81 – of the Navigation Code and Article 59 of the Regulations for the implementation of the Code of Navigation (maritime section);

ORDERS

- Art. 1 The "Safety Rules of the marina of Marina di Portisco" attached to this order of which they constitute an integral part have been approved and will come into force as of today.
- Art. 2 It is mandatory for all to comply with and to have this Order complied with; it is recorded in this Office's register and its disclosure will be ensured by the media and the inclusion in the website: www.guardiacostiera.it/golfoaranci.
- Art. 3 Order no. 13/2007 of 28/04/2007, quoted in the introduction, is repealed.
- Art. 4 Offenders to this Order - in addition to being civilly and criminally liable for any damages caused to people and/or things, will be prosecuted, provided the fact does not constitute a more serious offence, pursuant to the relevant articles of the Navigation Code and the pertinent regulations in force.

Golfo Aranci, 13th May 2009

Signed by:
THE CAPTAIN
(Lieutenant) (CP) Matteo BORETTAZ

SAFETY RULES FOR THE MARINA OF MARINA DI PORTISCO

Article 1 (Scope and relevant legislation)

This Regulation applies to the entire port of Portisco, and intends to govern the police and security functions envisaged by the Navigation Code and by other special laws which are the responsibility of the Maritime Authority.

As regards other activities carried out in the port, please refer to the internal rules issued by the Management of Marina di Portisco and approved by Decree no. 16 dated 28/04/2007 by the District Maritime Office of Golfo Aranci.

For matters not covered by these regulations, please refer to current applicable international and national laws.

Article 2 (Manoeuvring speed)

All units, while carrying out entry and exit manoeuvres from the port of Portisco, must proceed at safety speed, which in any case may not exceed 3 (three) knots or as established by the captain bearing in mind the following:

- a) the current weather and sea conditions;
- b) the manoeuvrability of the unit;
- c) the size, draught and width of the port basin;
- d) the presence of traffic within the port basin;
- e) the presence of other moored units;
- f) any other factor which may affect the safe execution of the manoeuvre.

Units entering and exiting said port basins must proceed in accordance with the provisions of the International Regulations for Preventing Collisions at Sea, "COLREG" ratified and implemented by Law 27 December 1977 n. 1085, always holding to the starboard side.

Article 3 (Prohibitions)

In port water stretches, all units are forbidden:

- a) to transit and stop so as to hinder the operations of other units and/or prevent their operations;
- b) to keep on-board radar systems active;
- c) to pollute through noise and gas emissions;
- d) to discharge untreated waste water, both black and grey, at sea in the harbour and in the bay;
- e) to carry out machine tests when moored, without prior permission by the port's management;
- f) to keep "navigation lights" lit when moored;
- g) to carry out any kind of acrobatic manoeuvre which is not connected with docking operations in particular for motor boats, jet skis and windsurfs;
- h) to wash boats with non-biodegradable detergents;
- i) to empty the bilge water, throw litter of any kind, objects, liquids, debris or other both at sea and on the docks, piers and jetties, as regulated by Legislative Decree 182/2003;
- j) to use toilet facilities on board which discharge into sea, to wash dishes on the quays, and any activity which may pollute the port surface and/or the sea;
- k) to anchor within the port harbour waters, except in cases of force majeure.

Article 4
(Acoustic signalling systems)

The use of acoustic signals (whistle, siren, gong) is allowed in cases envisaged by the International Regulations for Preventing Collisions at Sea, "COLREG" ratified and implemented by Law 27 December 1977 no. 1085; excluding the above situations the use of such sound equipment is prohibited.

Manoeuvring units are allowed the use of these signalling systems as is testing their proper operation during safety monitoring inspections.

Article 5
(Mooring)

The unit's skipper must safely moor his unit in accordance with good seamanship standards by using on-board ropes, cables and mooring lines in good condition, of adequate size, for whose efficiency and adequacy he is responsible in case of damages of any kind caused by their breakdown or failure, he must also place a sufficient number of fenders of adequate size and features.

Should the boat remain unattended at its mooring, the unit's skipper has the right to leave the access keys at the port's desk according to the procedures defined by the latter, and in any case without the Marina being responsible for its custody.

Article 6
(Port Services)

Mooring and unmooring operations of the units must be carried out in manner suitable to ensure navigation safety and that of the manoeuvres themselves.

In the port of Portisco, these operations are carried out by specifically appointed Marina di Portisco employees.

Should particular circumstances which may be prejudicial to the navigation, port or public safety occur, such as for example particularly adverse weather conditions, the unit skipper is responsible for strengthening the moorings.

The captain of the moored unit must ensure that the management of the port may readily trace him on the phone in case of danger.

Article 7
(Deep-sea and scuba divers)

Any activity to be performed in the port of Portisco and in its waters with the use of deep-sea and scuba divers, is subject to prior authorisation by the port management.

Deep-sea and scuba divers authorised to operate in the port of Portisco must be registered in the register kept by the Maritime Authority in accordance with art. 205 of the Regulations for the implementation of the Navigation Code and Ministerial Decree 13th January 1979 published in the Official Gazette dated 16 February, no. 47.

Article 8
(Pollution)

Regardless of the penalties envisaged by the rules in force, any discharge into the sea of floating solid waste and/or leakage of oil products must be taken care of as soon as possible, by and at the expense of the person responsible, by his own means or by making use of the anti-pollution equipment which may be present at the Marina or by calling properly equipped

and authorised companies. Should the person responsible not carry out the cleaning or decontamination, the Maritime Authority shall perform the task ex officio at the expense of the offender.

Article 9 (Bathing)

It is forbidden to bathe in the port's waters.

Article 10 (Fishing)

Both professional and recreational fishing exercised by any system and means as well as scuba diving is prohibited throughout the entire port area of Portisco.

Article 11 (Transient berths)

10% of berths available is reserved to free transit. This percentage must not be considered only from the numerical point of view of available "berths", but should also be in relation to the length of the docks available, to the characteristics of the seabed and the possibility of access and manoeuvre of the unit. Transient units are defined as units arriving in the port without any prior reservation appropriately confirmed by the marina. These units may use the public use moorings, if there are any suitable available ones.

Transient berths cannot therefore be booked, except by the port management and the Maritime Authority, for proven security reasons or force majeure. Said mooring is free from 08.00 am to 08.00 pm; after this period, it is necessary to pay the current mooring rate set out by the specific order. When docking during the free mooring time slot, the provision of water and electricity is subject to the payment of the fee set out with the specific order. Transient berths cannot be used continuously by the same unit for a period exceeding seven days, after this period, the unit must leave the mooring or otherwise move into a fee-paying place.

The right to a transient berth stops when the unit moves away from it, in order to avoid any form of hoarding.

The unit which leaves its transient berth may exercise that right again after 48 hours of actual absence.

The user of the transient berth is in any case bound by the rules laid down in this Regulation. The above mentioned rules also apply to vessels which may have broken down.

Article 12 (Inspections)

The Marina will have to submit any salient facts, particularly in relation to navigation safety and port security, to the attention of the Maritime Authority. Should there be reasonable grounds, the Authority will carry out inspections on board the units. Following these inspections, moored boat skippers discovered non-compliant with regulations will be prosecuted in accordance with such provisions.

Article 13 (Insurance)

The user's boat must comply with current legislation concerning compulsory insurance for third party liability.

The marina will report all boats without insurance cover to the Maritime Authority. Their captains will therefore incur in the penalties envisaged by the current legislation on insurance.