

MARITIME OFFICE OF ALGHERO

ORD. N 53/2019

ALGHERO PORT RULES

[...]

Article 1

The joint "Regulations of the port of Alghero" has been approved and implemented and will come into force on 01 October 2019.

Article 2

With effect from 01 October 2019, Ordinance no. 21/2017 of 26.05.2017 in the aforementioned introduction.

Alghero, 05 September 2019

REGULATION OF THE PORT OF ALGHERO

[...]

CHAPTER I - GENERAL

Art. 1 - Area of application

1. This Regulation governs navigation, mooring, parking, unmooring, anchoring and any other nautical activity carried out within the port and harbor of Alghero, as well as the work or play activities carried out in the areas on land .
2. For anything not expressly provided for in these Regulations, the current provisions of law or regulations apply.
3. Without prejudice to the provisions of the current "International Regulation to avoid collisions at sea" referred to in the COLREG 1972 Convention, adopted and enforced by law no. 1085.

Art. 2 - Definitions

1. For the purposes of this Regulation, the following definitions mean:

Ships: all naval means, including floats, as defined by art. 136 of the Navigation Code, which access the port or bay of Alghero, as well as all pleasure boats.

Unit: any vessel (motor, sailing, rowing, etc.) or floating, enabled for any type of navigation, including fishing boats and traffic units in local service.

Port of Alghero: the complex of docks, docks, docks and molls, as well as the relative stretches of water, included in the perimeter of the most external breakthroughs to defend the port area.

Roadstead of Alghero: the sea area in front of the outer limit of the outer works to defend the port area,

intended for the stop and transit of naval units entering / leaving the port, between the coast line and the junction between Calabona and Capo Caccia.

Points of anchorage: the points identified in the nautical cartography of the State for the stopover of naval units engaged in commercial operations, or for the temporary anchorage for safety and shelter purposes (bad weather, damage, force majeure, other reasons of an extraordinary nature assessed case by case by the Maritime Authority).

Maritime Authority: the Alghero Maritime District Office.

2. All nautical coordinates indicated in these Regulations are to be understood as referring to Datum WGS '84.

Art.3 - Identification of the port area

1. The port of Alghero is located between the historic city center and the beach of San Giovanni and is composed of the following areas:

to. Port waters: all the ponds located within the straight line joining the green light n.1410 EF, at the head of the breakwater pier, and the red light n.1411 EF, at the head of the breakwater pier, as indicated in the planimetric excerpt annex "A", which is an integral part of these Regulations;

b. State-owned maritime port area: all docks, piers, piers, areas, squares, located within the access gates located at Lungomare Barcellona and Banchina Dogana, as better indicated in the attached planimetric excerpt "TO".

Art. 4 - Denominations

1. The areas and structures considered for the purposes of this Regulation and highlighted in the plan in Annex "A", which is an integral part of it, are named as follows:

Molo di Sopraflutto

Banchina gen. Raffaele Catardi

Banchina Sanità

Molo Lo Frasso

Banchina Dogana

Molo Nord (ex Visconti)

Banchina Garibaldi

Molo di Sottoflutto

Banchina Millelire

Banchina Amm. Giuseppe Pezzi

Art.5 - Prohibited areas

1. Outside the outer and inner breakwater piers of the port of Alghero, the 100-meter stretch of sea of the breakwater, better indicated in the annex "A" planimetric excerpt and forbidden to transit, mooring, anchoring, fishing, bathing, as well as any other surface or underwater activity.
2. In the stretch of water immediately outside the entrance to the port of Alghero included in the circular sector with a radius of 200 meters centered on the midpoint of the joining the lighthouses as per art. 3, paragraph 1, lett. a) and better indicated in the planimetric excerpt in attachment "A", A prohibition of parking, anchoring, overflight, fishing, bathing and any other surface and underwater activity that hinders the navigation of the units entering and leaving the port .

Art. 6 Anchorage points

1. The following anchorage points are identified in the Alghero bay, better indicated in the planimetric excerpt in attachment "B":

ALFA: 40 ° 34'.00 N - 008 ° 17'.50 E;

BRAVO: 40 ° 33'.70 N - 008 ° 17'.75 E;

CHARLIE: 40 ° 34'.30 N - 008 ° 16'.70 E;

DELTA: 40 ° 35'.00 N - 008 ° 11'.20 E;

2. The points ALFA and BRAVO are reserved, as a matter of priority, to naval units used for passenger traffic or in any case engaged in commercial operations with the port of Alghero, by means of on-board boats.

3. Point CHARLIE A intended for the temporary anchorage of naval units of gross tonnage not exceeding 500 T. for safety and refuge purposes in the event of adverse marine weather conditions, subject to authorization by the Maritime Authority. In addition, temporary anchoring to cruise ships exceeding 500 tsl is permitted, solely for safety requirements related to transshipments to and from ships and subject to authorization by the Maritime Authority, for the sole purpose of allowing near parks and protected areas the descent to the ground of passengers.

4. The DELTA point is intended exclusively for the temporary anchorage of naval units of gross tonnage not exceeding 500 T. for safety and refuge purposes in the event of adverse marine weather conditions, subject to authorization by the Maritime Authority in agreement with the managing body of the Marine Protected Area of Capo Caccia - Isola Piana. The naval units classified as "Passenger Ship" which actually carry out recreational activities and those called "Yachts in commercial use" employed in leasing and chartering activities, can use the DELTA anchorage point, subject to authorization by the Maritime Authority, issued following declaration made by the captain / owner / shipowner, in which it must be expressly declared under his own civil and criminal responsibility that the naval unit carries out a navigation of mere pleasure, with passengers embarked for not paying, or a commercial pleasure sailing after showing of the lease / rental agreement.

5. The Commanders of the naval units authorized to anchor in the DELTA point are obliged to comply with the rules contained in the D.M. 20.09.2002, in the Implementing Regulations approved with Decree no. 1 of 02.04.2019 of the President of the Porto Conte Park Special Company and of any other provision issued by the Managing Body.

CHAPTER II - MOORINGS AND NAVIGATION IN PORT

Art.7 - Destination of the moorings

1. The moorings for small-scale artisanal fishing units are those located at the Millelire, Catardi and Lo Frasso docks, as indicated in the planimetric excerpt in attachment "A".
2. The moorings for the other fishing units are those near the brush located at the head of the Sottoflutto mass. These moorings are regulated as follows:
 - a) In consideration of the maximum load applicable to the mooring cleats, on the left side inside the brush can be moored units less than 15 meters in length with

a safety load of 10 t., and on the right side outside the brush can find mooring units longer than 25 meters. with a safety load of 20 t.

b) The aforementioned mooring is allowed only in favorable marine weather conditions. It will be the responsibility of the Commander of the unit to constantly check the weather and sea conditions

arrange for the possible relocation of the unit due to bad weather conditions at the Sanità quay, when not occupied by other units (after

authorization, including verbal, by this Maritime Authority).

3. The moorings intended for passenger traffic units are those at the "Dogana" quay in the section of 60 meters reserved for them, as indicated in the planimetric excerpt in attachment "A1".

4. The moorings identified for military and police naval units are those at the breakwater pier for a stretch of 75 meters, as indicated in the planimetric excerpt in attachment "A".

5. The moorings for the naval vessels of the Alghero Maritime District Office are those located at the Customs quay and more precisely in the stretch of 20 meters best identified in the planimetric excerpt in attachment "A"; the adjacent stretch of 40 meters is instead reserved primarily for military units in transit and, if not engaged by the latter, used as an area for the approaching of pleasure craft in transit

6. The moorings intended for pleasure craft are those at the floating docks etc fixed piers in concession and at the transit area of the Customs and Health docks.

7. The 15-meter stretch of quay located to the east immediately after the access stairs located at the root of the Customs quay, as indicated in the planimetric excerpt in attachment "A1" a intended for passenger embarkation and disembarkation operations using boats on board boats moored in the harbor at the anchor points referred to in the previous article 6.

8. The moorings intended for units in transit in the port of Alghero are those identified at the Sanità quay, for a stretch of 85 meters and at the Customs quay for a stretch of 80 meters, as indicated in the planimetric excerpt in attachment "A1" .

9. The concessionaires of structures dedicated to recreational boating must guarantee the availability of places reserved for transit in accordance with the provisions of art. 49-nonies of the Legislative Decree 18 July 2005, n. 171.

10. The stretch of the Sanità quay which extends for 20 meters from the Customs quay intended exclusively for use by emergency vehicles or for the management of emergency situations; the same limitation applies to the 10-meter stretch of the Customs quay that extends from the Sanità quay (water surface identified with the letter C in the plan in attachment A1).

11. Without prejudice to occasional and temporary authorizations issued by the Maritime Authority in order to prevent potential situations of danger in terms of navigation and port safety, the mooring of commercial, fishing, passenger and pleasure traffic vessels in the stretch of water of referred to in the previous point 10 et al, in general deviating from the provisions of this regulation.

Art. 8 - Moorings for units in transit at the Customs and Health docks

1. Pursuant to the current general legislation and the detailed regulations established by the competent Autonomous Region of Sardinia, the stretches of quay referred to in the previous art. 7, paragraph 8 are intended for the mooring of units in transit.

2. The stop of each unit in transit is subject to the following requirements:

a) 6 subject to the actual availability of free spaces on the quay;

b) except as reported in the following points c), d), e) is allowed for a maximum of

five consecutive days and in any case not repeatable if at least thirty have not elapsed

days since the unit has left the stretches of quay referred to in paragraph 1, without prejudice to

that, regardless of the duration of the stop, if the moorings are released the unit will be able to do

return to the area dedicated to transit only as a result of force majeure and prior

authorization from the Maritime Authority;

c) from 1 July to 31 August of each year, including extremes, it can take place only once and in any case for a maximum of five consecutive days, it being understood that, regardless from the duration of the stop, should the unit be released from its moorings, it will be able to return to the area dedicated to transit only due to force majeure and with prior authorization from the Maritime Authority;

d) may be authorized for longer periods by the Maritime Authority prior presentation of a specific request, made by individual users only if there are reasons overtime linked to the safety conditions of the unit, in case the same presents certificates failures or damages such as to invalidate the relative safety certificates and, in any case, navigability status, or when the weather conditions particularly adverse events do not allow to resume the sea safely at the expiry of the term expected;

e) a similar derogation can be authorized by the Maritime Authority on the occasion of initiatives cultural events or events of particular interest for the nautical sector pleasure craft.

3. In order to allow the Maritime Authority to carry out the relevant checks, the persons who use these moorings must deliver the form in Annex C duly to the Maritime District Office of Alghero, within two hours of arrival in port. completed for the next visa to be affixed by the Maritime Authority.

4. If the unit arrives at the moorings between 22.00 and 06.00, the delivery of the card can take place by 09.00.

5. The card endorsed by the Maritime Authority must be kept on board and exhibited during any checks

6. Without prejudice to what is indicated in the previous points 4 and 5, in the case of units that make use of the recreational boating assistance services offered in the area dedicated to transit by the Port of Alghero Scarl Consortium, the latter will be charged deliver the card to the Alghero Maritime District Office within two hours of the unit's arrival at the port.

Art.9 - Mooring procedures

1. The boats must be moored according to the correct modalities dictated by the seafaring expertise and in any case in safety.

2. In the docks and piers, fishing units, pleasure boats and passenger traffic units must be moored at the tip, with the stern or bow facing the quay, as more functional and safe for mooring and unmooring operations. , access () and descent from board and in any case in compliance with the mooring plans approved by the competent Regional Administration.

3. At the Dogana and Sanità docks and in the brush located at the head of the Sottoflutto wharf, mooring alongside is allowed.

4. It is forbidden to moor the wheel with or without the anchor.

5. It is forbidden, except for proven causes of force majeure and for the sole purpose of assisting the mooring maneuver of superyachts, to drop anchor in the port waters; the tip mooring maneuver must in any case be completed by ensuring the unit to the dead bodies and to the duly authorized catenaries.

6. The concessionaires of the pontoons for the mooring of pleasure craft have discretion in the assignment of the moorings of the same, within the limits of the capacity of each pier and in any case in compliance with the mooring plans approved by the competent Regional Administration.

7. In the mooring places of the fishing vessels, the relative owners are required to keep and maintain the mooring lines that go from the catenary on board and from the edge to the quay, for whose efficiency they are responsible.

8. At the piers licensed for recreational use, the rules established by these Regulations are in force, as well as the additional requirements laid down in the internal regulations adopted by the concessionaire.

9. The concessionaire is required to notify the Maritime Authority of any changes or modifications made to its internal regulations.

10. Maintenance of the facilities is performed by the dealer.

11. The concessionaire is required to prepare forms and procedures to prevent any possible accident by adapting to the provisions in force on the subject.

Art. 10 - Mooring assistance for passenger traffic units

1. Owners of naval vessels used for passenger transport are obliged to arrange, with their own employees on land, a special assistance service for mooring and unmooring operations.

2. It is also obligatory to provide a suitable assistance service for passengers embarking and disembarking, aimed at ensuring that they are carried out with the utmost regularity and safety, putting in place every precaution and caution voile to avoid the occurrence of potential sources of danger for passengers.

3. During the mooring and unmooring operations, it is forbidden for anyone not interested by them to transit or stop less than 5 meters. from the quayside or from the bollards used.

4. Furthermore, the personnel referred to in paragraph 1 above are required to temporarily position, to delimit the area intended for mooring / unmooring and boarding / disembarking passengers, special removable poles connected to each other by means of a two-color chain (red / white), to protect pedestrians in transit from any dangers deriving from the performance of mooring / unmooring operations.

Art.11 - Mooring plan for pleasure craft

1. The Concessionaires are required to prepare the "mooring plan" of the concession, together with it from a specific plan, showing the following information:

b) available berths marked with initials and / or identification numbers;

c) maximum dimensions (length, width, draft) of the vessels for each place

o category of seats;

d) berths reserved for the transit of naval units.

2. The length of the units must be understood as the overall length (i.e. including any bowsprits, dolphins, protrusions, outboard motors, etc.), the width as the maximum width (including any protrusions or stabilizing fins) and the draft as a greater limit than immersion that can be reached in complete safety in low tide conditions in relation to the real and current high state of the seabed

3. The mooring plan must be drawn up in full compliance with the results of the relevant administrative documentation, such as (merely by way of example) maritime state concession title, static and dynamic testing of the works, restraint systems and installations, administrative testing of Goods, specific plant certifications issued by public authorities (eg fire-fighting system) etc ..

4. Any modification to the distribution, characteristics and dimensions of the berths, as reported in the "mooring plan" in force, must be subjected to the required administrative procedure before being adopted by the competent authorities.

5. Boats with dimensions greater than those specifically indicated in the duly approved mooring plan cannot be present at the mooring places. In particular, the overall length of the mooring unit cannot exceed the length of the assigned berth. In any case, the mooring unit must not obstruct the maneuvering and navigation space of the other units, also due to the mooring arrangements.

6. The limitations on the use of moorings are respected and enforced by the Concessionaire who, in this regard, is required to set up a suitable surveillance system.

7. Where the Concessionaire ascertains a conduct in violation of these limits, he is obliged to make every effort to warn the person in charge of the boat and the mooring place used (if different persons) to the immediate movement of the unit. To this end, the Concessionaire must adopt measures aimed at making the warning given effective, in a manner to be specified in the context of the private relationship established with the users (for example by providing for specific contractual clauses such as the forced displacement of the unit in the event of non-compliance with the " charge of the related expenses or the payment of a penalty clause for each day of non-compliance with the warning). The methods identified must be specified in the Management Regulations approved by the Concessionaire.

8. If the interested parties do not fulfill the warning given by the Concessionaire within the prescribed time frame and any prejudices, even potential ones, to the safety of port navigation are ascertained by the Maritime Authority, they will be subject to specific penalties. The aforementioned sanction will be imposed on the Concessionaire, if the same does not prove that he has fulfilled the above warning obligations.

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Art.13 - Regulation of mooring places for fishing vessels

1. The mooring places at the brush located at the head of the Sottoflutto pier, referred to in the previous art. 7 paragraph 2, are governed by the Maritime Authority, exclusively pursuant to art. 62 of the Navigation Code and do not in any way represent a concessionary title, nor do they imply the existence of objective rights for the authorized subjects.

2.The identification of these mooring places will be carried out in consideration of the technical characteristics of the units, such as length, width, tonnage, draft, etc., in relation to the structural strength of the quay and the port furnishings.

3. The fishing vessels in transit, not settled in the port of Alghero, will be assigned berths if necessary based on the duration of the stop and the availability of space on the quay.

4. Without prejudice to compliance with the best safety conditions, in particular and justified cases it may also be allowed ("package" mooring).

Art.14 - Maneuvers and navigation inside the port

1. The stretch of water in the port is intended solely for shelter and for mooring and unmooring maneuvers and to allow entry and exit routes for units.
2. The commanders of the units, in carrying out all the maneuvers inside the port and in particular those of docking and departure, must always follow the rules to prevent collisions at sea, as well as those of these Regulations and the indications given. by the Maritime Authority, while remaining fully responsible for the implementation of the maneuver itself.
3. The units entering the port must present themselves at the entrance avoiding routes that could hide them from the view of the outgoing units due to the breakwater.
4. Maneuvers must be carried out in such a way as not to cause damage to other units in port.
5. The vessels sailing in port waters must reach, following the shortest route and in any case in compliance with the rules for preventing collisions at sea referred to in art. 1, paragraph 3, the assigned mooring point, if entering, or the harbor entrance if leaving, avoiding unnecessary maneuvers or evolutions.
6. Navigation in port waters must take place with mechanical propulsion only. Recreational craft with exclusively sailing propulsion must:
 - a) If outgoing, be towed out of the port water by motorized units;
 - b) If incoming, ask the Dealer, via VHF or by telephone, for the assistance of the unit, keeping a safe distance from the port entrance while waiting for the vehicle towing; in any case the waiting area must not affect the safety of the maneuvers other units entering or exiting.
7. In the event of absolute impossibility to implement the provisions of paragraph 6 above, the sailing unit must sail in such a way as to reduce the edges to a minimum, always avoiding hindering the navigation of other units.
8. Units leaving the port take precedence over those entering the port.
9. It is forbidden to sail at a distance of less than 12 meters from the head of the Visconti pier due to the presence of the marine fuel distributor. If navigation takes place near this area, it is mandatory to limit the pace, so as not to hinder any refueling operations in progress.
10. The Commanders of the units must take all the precautions and measures of prudence and safety to prevent dangerous situations by avoiding any damage to third parties or able port works.
11. Anyone is obliged to promptly report to the Maritime Authority any dangers that may hinder the safe navigation of vessels within the port.

Art. 15 - Speed limits within the port area

1. The conduct of the units within the port area must take place at a speed not exceeding 3 knots or, in any case, at the minimum maneuvering speed, such as not to cause waves and to guarantee the safety of navigation and prevent situations of danger and damage to third parties and port works.
2. The mooring maneuvers of the units within the port area must take place at a speed that does not cause waves and ensures the safety of navigation and prevents situations of danger and damage to third parties and to the port works.

Art. 16 - Obligation to communicate on entry and exit

1. It is mandatory for all fishing vessels, whether in transit or permanent, with a length of more than 10 meters, as well as able fishing vessels enabled to navigate beyond 3 (three) miles from the coast, regardless of length, to communicate at the Operations Room of the Alghero Maritime District Office, entrance and exit from the port, by VHF channel 16 or by telephone at no. 079-953174.
2. The above obligation is also valid for all passenger transport units regardless of length or rating.

CHAPTER III

REGULATIONS FOR MOORING IN THE FOUNDATION POINTS OF THE ALGHERO ROAD Art. 17 - Methods of use of the mooring points in the Alghero roadstead

1. The Commanders of naval units who intend to anchor in the points referred to in Article 6 must request via radio (VHF ch.16), well in advance, the authorization of the Maritime Authority, communicating the elements of interest provided in the attached form "D". The Maritime Authority will assign the anchor point considering the size and operational needs of the unit, the marine weather conditions, as well as any other relevant assessment.
2. The use of the DELTA anchor point (within the Marine Protected Area of Capo Caccia - Isola Piana) is allowed for a maximum period of 48 hours and only for safety and refuge purposes. Once this period has elapsed, and if the units at anchor in said point require a longer stay, the Maritime Authority reserves the right to adopt any measure, in agreement with the managing body of the Marine Protected Area of Capo Caccia - Isola Piana.

- 3.1 Commanders of naval units at anchor within the Marine Protected Area are in any case obliged, for the entire duration of their stay in these waters, to observe the rules of the Ministerial Decree 20.09.2002, its Implementing Regulations approved by Decree no. 1 dated 02.04.2019 of the President of the Porto Conte Park Special Company and any other provision issued by the Managing Authority
4. Naval units at anchor in the Alghero roadstead for safety and refuge purposes cannot carry out commercial operations. Their crews are prohibited from going ashore for the entire duration of the unit's stay in the harbor. The Maritime Authority must be warned of any possible need and urgency in this regard.
5. On the occasion of the permanence of the naval units at anchor in the points ALFA, BRAVO, CHARLIE, for a radius of 500mt. and it is forbidden to stop, anchor, sail, fly over, fish, bathe and any other surface and underwater activities that hinder the safety and protection of the public safety.
6. The naval units of the Coast Guard of the Armed Forces of the Armed Forces are excluded from this prohibition. and Police, those used for port services or emergency and rescue services.

Art. 18 - Prescriptions for the Units at anchor in the Alghero roadstead

1. During the stop at anchor in the harbor, naval units must:
- maintain a regular guard duty;
 - guarantee a systematic control of the anchorage point and constant surveillance of the areas where the ship approaches as well as the points reserved for embarkation, disembarkation, transshipment of passengers or goods;
 - ensure the presence on board of the Commander (or, in his absence, of the 1st officer of deck) as well as the personnel necessary to allow the unit to depart in an emergency;
 - listen to the radio continuously, on the VHF emergency channel (ch.16), in order to be able to be contacted in any situation;
 - show the lights and signs prescribed by the "International Regulations for the prevention of boarding at sea "(COLREG 72) and, in case of reduced visibility, emit the required signals acoustic;
 - not to carry out work on board (unless expressly authorized by the Maritime Authority) maintenance that limit the functionality of the engine system or the efficiency of on-board services, or that involve the danger of marine pollution;
 - do not dump any type of waste into the sea, including food, or carry out any handling bilge water and / or fuel. The movement of the segregated ballast, for needs related to the structure and stability of the unit, is permitted subject to clearance from the Maritime Authority;
 - maintain a moderate speed when passing through the bay of Alghero, such as to not to damage minor units in navigation or to external port installations;
2. The Maritime Authority may decide at any time, if deemed necessary for reasons of safety, protection of the public safety and environmental protection, the movement of ships at anchor in the roadstead.
3. The naval units at anchor have the obligation to immediately inform the Maritime Authority of any event that could compromise the safety of navigation, the protection of the public safety or the marine ecosystem.
4. In occasione della partenza, le navi alla fonda in rada devono dare immediata informazione all'Autorità Marittima, comunicando data ed ora della partenza e porto di destinazione.

Art. 19 - Safety requirements and arrival and departure formalities for ships subject to chapter XI-2 of the SOLAS convention - ISPS code

1. Naval units subject to chapter XI-2 of the SOLAS convention and to EC Regulation 725/2004 that intend to moor at a mooring point in the Alghero roadstead in order to carry out commercial operations (disembarkation of passengers, etc.) in the port of Alghero or in the other landings of the district, they must send to the Maritime District Office at least 24 hours before arrival at the harbor, or to the port of call when the ship leaves the previous port, if the duration of the voyage is less than 24 hours, or if the port of call is not known or, if known, if modified during the voyage, as soon as this port is known, the information note, in line with the requirements contained in rule 9 of Chapter XI-2 of the aforementioned SOLAS convention

also envisaged by art. 6.2 of EU regulation 725/2004, 6 supplemented by:

- details (date and place of issue) of the International Ship Security Certificate (International Ship Security Certificate - 1.S.S.C.) or the currently valid International Interim Ship Security Certificate, issued pursuant to part A of the ISPS Code;
- security level with which the ship is operating;

- c) the safety levels with which the ship has operated in the last 10 landings in port facilities, and effective maintenance of the appropriate procedures;
- d) any special or additional security measures that have been taken by the ship in all previous ports where it has carried out a ship / port interface activity in relation to the last ten calls;
- e) other practical information related to protection (except details relating to the ship security plan);
- f) details (date and place of issue) of the Paris MOU Certificate, currently valid.
- g) passenger list if the ship operates the passenger transport service.

2. A ship that refuses to provide this information may be denied mooring at a point

anchored in the bay of Alghero in order to carry out commercial operations in the landings of the district.

4. In the event that the mooring has been refused or that the ship has been expelled from the port, the Maritime Authority of Alghero communicates the relevant facts to the State Authorities of the subsequent ports of call, if known, and to all other States coastal.

5. In addition, if the ship as a result of investigations is not found to comply with the requirements of national, EU and international regulations, the following measures may be adopted:

- a) obligation to rectify any non-conformities;
- b) obligation to proceed to a specific place in the territorial sea for any inspections;
- c) inspection of the ship, if it is in the territorial sea;
- d) ban on transit and mooring at a mooring point in the bay of Alghero.

6. The prohibition of entry into the port or expulsion from the port shall be imposed only when the officials duly authorized by the Contracting Government have reasonable grounds to believe that the ship represents an immediate threat to the safety and security of persons, ships or of other assets and that there are no other adequate means to eliminate this threat.

7. The Maritime Authority, before adopting the measures referred to in paragraph 5 above, will duly inform the captain of the ship, who may revoke the intention to moor at a mooring point in the Alghero bay. In this case, this article will not apply.

8. Each ship is subject to checks by duly authorized officers who perform the functions referred to in regulation 1119 of the SOLAS Convention, in order to verify the existence of the certificate referred to in paragraph 2 above. Lett. a), which, if valid, will be accepted unless there are good reasons to believe that the ship does not meet the requirements prescribed by chap. X1-2 SOLAS and part A of the ISPS Code. If these well-founded reasons were ascertained, or if not

a valid certificate is presented on request, the officials duly

authorized authorities will impose the following control measures in relation to that ship:

- a) inspection of the ship;
- b) detention of the ship;
- c) restriction of operations, including the movement of the ship in the harbor;
- d) expulsion of the ship from the roadstead and territorial waters;
- e) any other administrative or corrective measure of lesser impact, deemed appropriate.

8. A ship that asks to moor at a mooring point in the Alghero roadstead may request the preparation of a "Declaration of Security" (DOS) according to Rule 10.3 of the SOLAS Chapter XI-2.

9. The use of DOS must have the character of exceptionality and not of the norm. A safety declaration must be completed before the interface between the facility and the ship occurs if:

- (a) the facility and the ship operate at a different security level;
- b) One of the two does not have a security plan;
- c) The ship, not subject to SOLAS Regulation 2 Chap. XI / 2, compromises the safety of ships to which the aforementioned SOLAS regulation applies (reg. 3.8 of EC regulation 725/2004);
- d) The ship security officer or facility security officer (PFSO) detects threats to the security of the interface.

10. The declaration of security must be drawn up: by the ship's master or the ship's security officer, on behalf of the ship; by the Port Facility Security Officer (PFSO), on behalf of the port facility. The declaration of security must contain the security requirements that can be shared between the port facilities and the ship, with the express declaration of responsibility of each.

Art. 20 - Arrival and departure formalities for pleasure boats intended for chartering for tourist purposes.

1. Ships flying the national flag and intended exclusively for chartering for tourist purposes, registered in the international register referred to in article 1 of 2 law no. 30 of conversion of the Law Decree 30 December 1997 n. 457 and the pleasure craft flying a foreign (non-EU) flag used for commercial purposes called "commercial yacht", "yacht for commercial use" or "commercial vessel" will complete the arrival and departure formalities according to the following simplified procedures:

a) completion of the formalities of arrival at (the Maritime Authority of the first port of call in the territory of the State (if falling within the Maritime District of Alghero), in accordance with the provisions of art.179 of the Navigation Code;

b) simultaneous release, by the Maritime Authority of the aforementioned port, of shipments, with destination "sea", where the unit, once the stop in said port is completed and upon presentation of the supplementary declaration of departure, as per art. 181 of the Navigation Code, is directed to another national port, as per formal communication;

c) shipments obtained with destination "sea" are valid for one year. Landings at subsequent national ports do not give rise to the obligation to fulfill new arrival and departure formalities: a necessary and sufficient condition for those entitled to benefit from this form of administrative simplification and constituted - especially for the related "operational" purposes - from the origination by the same entitled of a communication in any case produced I sent addressed to the Maritime Authorities concerned, including that of the first port of arrival / base, with which the actual port of arrival is notified, in order to allow monitoring of the same unit in its movements within the national maritime context until its definitive transfer / return abroad;

e) completion of the arrival and departure formalities according to the ordinary procedures, when the unit definitively leaves (the last national port (if falling within the Maritime District of Alghero) touched towards a foreign port.

2. The following units are exempt from the formalities referred to in the previous paragraph of this article:

a) vessels that carry out lusoria navigation, of "pure" pleasure (whether national, community or non-EU);

b) national and community recreational craft used for commercial purposes.

3. Without prejudice to the provisions of articles 180 and 183 of the Navigation Code, the Port Commander may, within the general framework of the Maritime Police controls, check the content of the communications sent pursuant to this ordinance and ask to view the papers, books and other on-board documents of the units concerned.

4. Without prejudice to the provisions of paragraph 1 above, the concessionaires of tourist landings or in general of structures that allow the docking of naval units covered by this article, are obliged to communicate to the local competent maritime authority, in advance and, in any case, before their expected arrival at the quay, the arrival at the mooring of ships flying the national flag and which are intended exclusively for rental for tourist purposes, registered in the International Register referred to in Article 1 of the decree law of 30 December 1997, n. 457 and pleasure craft flying a foreign (non-EU) flag used for commercial purposes called "commercial yacht", "yacht for commercial use" or "commercial vessel".

Art.21 - Special provisions for anchored units

1. The naval units referred to in the previous art. 18, paragraph 1, when at anchor in the harbor, they are obliged to:

a) Use, for boarding / disembarking passengers in the port of Alghero, from

to be carried out by boats on board, the stretch of quay referred to in the previous art. 7, comma7.

b) Before re-boarding from the ground, verify that the travel document matches the identity of the passengers

passengers and crew personnel, by checking an identity document or other means of identification. The outcome of the checks (together with the list of passengers and the crew list) should be made available to the police if required, e kept on board for at least 30 days;

c) Intensify the surveillance by the on-board service personnel;

d) To prevent access on board the ship as well as on the service boats assigned to the commercial operations in port, of persons unrelated to the journey, without prejudice to the adoption of particular procedures in case of urgent health care or emergency needs;

e) Immediately report any relevant news to the Maritime Authority and the police to events of particular importance or potential danger during the stay at anchor or passenger embarkation / disembarkation operations;

f) To ensure compliance with the provisions for this purpose established in the "Ship Security Plan".

[...]

CHAPTER VI - REFUELING

Art.34 - Refueling

1. Within the port of Alghero, the refueling of ships in general with liquid fuels can take place by means of the fixed marine fuel distributor, located at the end of the North Visconti Pier, as well as through distributors or mobile containers, or tankers, according to the procedures established by the Regulations for the discipline of bunkering in the Maritime District of Alghero.

2. Any other means of refueling, even partial, not provided for by the Regulations governing the bunkering activity in the Alghero Maritime District is prohibited.

3. The supply of liquid fuels to the depots served by the distributor can only be carried out by tanker.

4. The use of the distributor, in any case, is exclusively reserved for the supply of fuel for marine use.

k. observe the operating rules indicated in the fire prevention certificate issued by the Provincial Fire Brigade Command;

l. ensure compliance with the regulations on safety and any other regulations in force.

3. The tankers that refuel the plant, once the operations are completed, must immediately leave the port area, using the shortest and safest route allowed.

4. The bunkering operations, if started, must be immediately suspended in the following cases:

to. in case of bad weather accompanied by electric discharges;

b. in the event of a fuel spill or any other situation

danger; in this case the commander of the supply unit and the person in charge of the company as well as giving immediate notice to the Maritime Authority, they are required to adopt all the measures necessary to eliminate the consequences or prevent further situations danger.

5. In the event of serious non-compliance with the prescriptions given, or in the event of adverse weather and sea conditions or, in any case, of potential danger for the safety and protection of the public safety and the protection of the marine environment, the Maritime Authority may, at any time, order the suspension of refueling operations and have the vehicles used and related personnel removed from the affected area or from the port area.

Art.36 - Refueling procedures by means of the marine fuel distributor

1. During refueling operations the following provisions must be respected:

to. in the safety zone on the ground, near the refueling hoses, they must be present the minimum fire-fighting equipment required by current legislation and how much prescribed when testing the system pursuant to art. 48 of the Regulation of execution of the Navigation Code;

b. propulsion engines and any other engine (generator, winches, etc.) not equipped with spark arrestor at the exhaust, must be off;

c. no other operation that could generate heat or sparks must be performed;

d. must be used in continuous fire surveillance service and anti-pollution, personnel of the manager and on-board personnel of the unit to be refueled, during refueling;

is. carry out the bunkering service to one naval unit at a time, taking care that no other units approach the one in the supply phase;

f. at the conclusion of the refueling operations, the driver of the refueled vehicle is obliged to air the fuel tanks and the engine compartment before restarting the engine.

Art.37 - Transit and parking of vehicles, naval units and pedestrians

1. In the area affected by refueling operations, on land and at sea, and in the immediate vicinity, any activity likely to endanger the safety and protection of the public safety and the protection of the marine environment is prohibited. In particular, it is forbidden to smoke, carry out activities with the use of flames, park vehicles inside the plant area and in the respective adjacencies, place bulky items along the quay for the circulation of tankers, practice sport fishing and other activities recreational activities (including the use of bicycles, skates or skate-boards) throughout the perimeter of the service platform.

2. In the stretch of water within 12 meters from the fuel plant, navigation, anchoring and mooring of naval units not involved in refueling operations are prohibited.

3. For the purposes set out in the previous paragraphs, the concessionaire of the system must install suitable signs, both fixed and mobile, after agreement with the Maritime Authority, the Autonomous Region of Sardinia and the other competent Administrations.

4. The provisions of this article do not apply to the means of service used by:

to. plant concessionaire staff engaged in refueling activities;

b. personnel of companies that carry out maintenance and cleaning activities in the port area;

c. personnel of the Port Authorities - Coast Guard, Armed Forces and Police o

of the Fire Brigade in service activities, as well as other public administrations, or bodies private individuals, engaged in rescue and emergency services.

d. Personnel of other public administrations, or private entities, engaged in services of rescue and emergency.

5. Authorized vehicles, as well as pedestrians, must in any case pay the utmost attention during transit and parking along the North Pier and the Lo Frasso quay and at the plant. In particular, the vehicles (including refueling tankers) must:

to. Respect the applicable provisions of the current traffic regulations;

b. Limit the speed to 10 Km / h;

c. Observe the fixed or mobile signs and any information provided by the staff of supervision employed by the soc. plant concessionaire;

d. Keep the headlights and sidelights turned on when traveling along the platforms.

[...]

Art. 40 - Anti-pollution regulations

1. Within the port area of Alghero and in the stretches of water included therein, as regulated by the "Operational plan for local emergency intervention against marine pollution by hydrocarbons and other harmful substances" approved with the decree referred to in the introduction, it is prohibition to

abandon any type of waste, substance or other that could cause pollution, in this regard, on all units within port waters, it is forbidden to:

- a) Use the toilets on board;
- b) Discharge bilge residues into the sea;
- c) Discharge oily residues and / or pollutants into the sea.

2. In the event of spillage of hydrocarbons and / or other polluting substances at sea or on docks, piers or piers, the person responsible must immediately notify local Maritime Authority and promptly adopt all the most appropriate measures to contain and limit the damage, taking care to inform the staff of the closest boats and those who are on the spot, as well as to put an end and eliminate all the harmful effects of the event.

3. The expenses related to the interventions carried out as a consequence of the pollution referred to in this article are charged to the person responsible, in addition to any compensation for damage caused to third parties or to the furnishings and port works.

CHAPTER VIII - FINAL PROVISIONS

Art.41 - Sanctioning regulations

1. Violators of this Regulation, in addition to being civilly liable for any damage that may be caused to people or things due to non-compliance with the rules contained therein, will incur, unless the fact constitutes, depending on the case, other or more serious offense, in the sanctions referred to in art. 1164, 1168, 1174, 1231 of the Navigation Code, or referred to in art.

53 of the Legislative Decree 18 July 2005, n. 171 and subsequent amendments and additions.

2. Violators of the rules on fishing will be punished pursuant to Legislative Decree 9 January 2012, n. 4 and subsequent amendments and additions.

3. Violators of the rules referred to in Article 4 will be punished in accordance with the relevant rules on environmental protection and the fight against pollution.

USE OF DOCKAGE IN TRANSIT

Winter Period from 1st of September to 30th of June

Mooring is allowed for maximum 5 (five) consecutive days and in any case cannot be repeated within 30 days from the last moorings. Regardless of the duration of the stop, if the moorings are left, the boat can return to the transit area only due to majeure force and prior authorization from the Maritime Authority.

Summer Period from 1st of July to 31 w' of August

Mooring can take place only once and in any case for maximum 5 (five) consecutive days. Regardless of the duration of the stop, if the moorings are left, the boat will be able to return to the area dedicated to transit only due to majeure force and prior authorization from the Maritime Authority.

allegato "D"

UFFICIO CIRCONDARIALE MARITTIMO
ALGHERO

- GUARDIA COSTIERA

SCHEDA NOTIZIE (SHIP'S REPORT)

DATA E ORA DI ARRIVO - MOTIVO DELL'APPRODO
(DATE AND TIME OF ARRIVAL - REASON OF CALL)

COORDINATE DEL PUNTO DI FONDA
(ANCHORING POSITION COORDINATES)

NOME UNITA'

(SHIP'S NAME) BANDIERA
(FLAG)

NUMERO I.M.O.
(I.M.O. NUMBER)

LUNGHEZZA, LARGHEZZA, STAZZA LORDA
(LENGHT OVER ALL, WIDTH, DRAUGHT, GROSS TONNAGE)

NAVE DA CROCIERA, MERCANTILE, DA PESCA, DIPORTO
(CRUISE SHIP, BULK CARRIER, GENERAL CARGO, FISHING BOAT, LEISURE BOAT)

TIPO E QUANTITA' DI CARICO
(TYPE AND QUANTITY OF CARGO ON BOARD)

NUMERO PASSEGGERI
(PASSENGER'S NUMBER)

NOME E NAZIONALITA' DEL COMANDANTE
(MASTER'S NAME AND NATIONALITY)

PUNTO CONTATTO (CONTACT)

NUMERO E NAZIONALITA' DEI COMPONENTI EQUIPAGGIO
(CREW'S NUMBER AND NATIONALITY)

PORTO DI PROVENIENZA
(LAST PORT)

DATA E ORA PREVISTA PARTENZA
(EXPECTED TIME OF DEPARTURE)

IL

COMANDANTE

DELL'UNITA

