

Ministry of Infrastructures and Transports
MARITIME OFFICE OF ALGHERO

ORD. N. 11/2020

**REGULATION OF THE MOORINGS OF UNITS IN TRANSIT AT
DOGANA AND SANITA' DOCKS OF THE PORT OF ALGHERO**

[...]

Art. 1

Management of units in transit at the Dogana and Sanità docks of the Port of Alghero and
maximum stay time

1. The stretches of quay identified in the attached planimetric excerpt (Annex 1), which is part integral with this provision, having a single linear extension of 85 meters at the Banchina Sanità and 72 meters at the Customs Dock, the latter divided into two distinct sections having a length of 40 and 32 meters respectively, are intended for 'mooring of pleasure craft in transit.

2. The portions of the quay identified and the enslaved mooring systems will be managed, by virtue of

concession referred to in the regional Determinations referred to as well as in the light of the considerations expressed in the preamble, by the "Consorzio Porto di Alghero" or by the company "Aquatica S.r.l.", subject entrusted with the services pursuant to art. 45 bis of the Navigation Code, (hereinafter identified as "Manager") both for units in transit that require services under concession and for those units that require a mooring in transit without the aid of any service.

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

a) is subject to the actual availability of free space on the quay;

b) without prejudice to what is reported in the following points c), d), parking is allowed for a period of maximum of five consecutive days (120 hours) and, in any case, it cannot be repeated except at least thirty days have passed since the unit left the sections of the quay referred to in paragraph 1, it being understood that, regardless of the duration of the stop, if dropped moorings, the unit will be able to return to the area dedicated to transit at these docks only as a result of force majeure and with the prior authorization of the Maritime Authority;

c) parking may be authorized for longer periods than that indicated in point previous by the Maritime Authority, upon presentation of a specific application, advanced by individual users, if there are extraordinary reasons that prevent the departure linked to the safety conditions of the unit, in case it is present certified failures or damage such as to invalidate the validity of the relevant safety certificates and, in any case, the state of navigability, or when the weather conditions particularly adverse do not allow you to return to the sea safely at the expiry of the deadline;

d) a similar derogation may be authorized by the Maritime Authority, following specification application, on the occasion of cultural initiatives or events, demonstrations and exhibitions of particular interest for the pleasure boating sector as well as for the city of Alghero.

Art. 2

Inbound / outbound communication formalities for transit at Dogana and Sanità docks

1. All vessels wishing to moor in transit at the Customs and Health Docks of port of Alghero must contact, well in advance and in any case before entering the port, the manager who will have to evaluate the presence of free spaces at one of the quay sections intended for transit and the suitability of these to be able to safely host the unit requesting the berth.
2. The request for a place well in advance must not, in any case, be configured as which one reservation, in line with the nature of the "transit" institution.
3. The evaluation must take into account the dimensions of the unit (length f.t., width maximum, draft) as well as the maneuvering capacity of the nautical vessel.
4. In the event of a positive assessment, it will be the responsibility of the manager, before the unit enters the port and only for units with length f.t. greater than 18 meters, request a quote for the mooring clearance from the Alghero Maritime Authority. The request for authorization must be made via VHF radio communication or via telephone communication and must be accompanied by at least the following information:
 - Any name and nationality of the unit requesting the mooring in transit;
 - Type (pure pleasure / commercial)
 - Unit dimensions (length, width and draft);
 - Any request for services on the quay;
 - Identification of the berth to be assigned and mooring methods (tip or side).
 - Number of crew members, passengers on board and their nationality (optional indication at this stage but to be provided later).
5. The Maritime Authority, having evaluated the information acquired, will verify verbally according to the following possibilities:
 - a) positively with the granting of authorization;
 - b) positively, but with a motivated indication to occupy a different position mooring;
 - c) negatively motivating the refusal.
6. For those units that do not require the services, the manager will still have to identify the place mooring indicating it to the captain / driver of the unit.
7. In order to allow the Maritime Authority to carry out the relevant checks, persons who use a mooring place in transit (even units with a length of more than 18 meters for which a prior authorization from the Maritime Authority is required) must deliver, within two hours of arrival in port duly completed, to the Alghero Maritime District Office, the form in attachment 3, for the subsequent visa to be affixed by the aforementioned Authority; for units that require the provision of services, the form must be delivered by the Manager.
8. If the unit arrives at the moorings after 22.00 and before 08.00, delivery of the form must take place by 10.00;
9. In order to rationalize the communication flow, the manager will be able to show the cards concerning the units in transit that require the provision of services cumulatively in the following ranges thunderstorms: 10.00 - 12.00 for units arriving between 20.00 of the previous day and hours 10.00 and 20.00 - 22.00 for units arriving between 10.00 and 20.00.
10. The card, endorsed by the Maritime Authority, must be kept on board and shown to control operators.
11. All units, at the time of departure and regardless of whether or not they are used services, should contact the Operations Room of the Maritime District Office.

12. All further communication and reporting tasks envisaged by are valid other laws and regulations concerning the formalities of arrival and departure as well as for what concerns the issue or return of the Constitution of Arrival, health and customs provisions, etc.

Art. 3

Characteristics of the units that can find mooring in transit at the docks Dogana and Sanità of the Port of Alghero and relative mooring procedures

1. At the Customs and Health Docks of the port of Alghero can potentially find mooring units having the following dimensions:

- length up to 35 meters with a maximum draft of 3.50 meters;

- length between 36 meters and 50 meters provided that they are compulsorily equipped with aids to maneuver with a maximum draft of 2.80; such units, in principle, must perform the maneuver to prepare for the next mooring in the area explicitly identified in attachment 2 and will be able to access the maneuver only in the presence of weather conditions favorable; any exceptions inherent to the draft limit, minor, as well identifying the area in which to carry out the mooring maneuver, they will have to be agreed with the Maritime Authority which will decide in relation to the conditions weather conditions in the area and port traffic

2. At the Dogana quay, in the stretch of 40 meters. included between the intended mooring area to the permanent naval units of the Coast Guard and that destined to the units used for traffic passengers, mooring is allowed only "on the side", as long as the units are moored safely, also in respect of the space available to neighboring units for the safe execution of the latter's maneuvers;

3. At the Banchina Dogana, in the stretch of 17 meters. included between the mooring area of the units used for passenger traffic and for the mooring of cruise ship tenders, "peak" mooring is permitted for units with dimensions compatible with the existing mooring system;

4. At the Banchina Dogana, in the 15 mt. intended primarily for the mooring of tenders of cruise ships, when provided for in the harbor, only mooring "on the side" is allowed. This transit seat must in any case be left free when the cruise ship is present in the harbor;

5. At the Banchina Sanità, along the stretch with a linear length of 85 meters will be You can moor the units as follows:

- for the first 44 meters starting from the north / west limit of the quay section with services in concession, it will be possible to moor tip units having a length compatible with the location of the mooring system but, in any case, less than 24 meters;

- in the remaining 41 meters it will be possible to moor exclusively "side" units.

- The possibility remains of being able to moor "on the side", at the entire stretch of quay of 85 meters, units with a maximum length of 50 meters. 6. Mooring to the wheel with or without an anchor is always prohibited.

Art. 4

Obligations of the manager

1. Without prejudice to what is already expressly provided in the concession deed, the manager is required to:

a) immediately contact the Maritime Authority for any critical issues arising during the mooring / unmooring maneuvers or during the stop;

b) keep a seasonal register of all the units that used the services during the stop in transit in which the information referred to in art. 2, point 4 and that also include the date of arrival and departure;

c) inform the captains / conductors of the units of the peculiarities of the berths and of the contents of this ordinance. The captain / conductor who decides to moor at the docks identified and in the manner described in this ordinance, the full responsibility for any damage reported to port facilities as well as to the unit itself during the stop.

Art. 5

Maneuvers and navigation of units in transit within the port

1. The conductors / commanders of the recipient units of this ordinance, in carrying out all the maneuvers within the port and in particular those of docking and departure, while remaining fully responsible for the implementation of the maneuver itself must always comply with the rules to prevent collisions at sea, as well as those present in this Ordinance or contained, if not conflicting, in the Regulations of the port of Alghero and to the indications given by the Maritime Authority.
2. The units, which will be able to begin the entry maneuver to the port only after having acquired the void obstacles from the Maritime Authority (when applicable) and the Manager, must present themselves at the entrance with routes as perpendicular as possible to the junction of the lights that define them limits.
3. Maneuvers must be carried out in such a way as not to cause damage to other units in port.
4. Units with a length of less than 35 meters sailing in port waters must reach, following the shortest route and in any case in compliance with the rules to prevent collisions at sea, the assigned mooring point, if entering, or the entrance to the port if exiting, avoiding unnecessary maneuvers or evolutions with the exception of those necessary to prepare for mooring / unmooring.
5. Units with a length of more than 35 meters must, in principle, carry out the maneuvers preparatory mooring in the area identified in the plan shown in Annex 2. Any exceptions may be granted only by the Maritime Authority, including short routes.
6. Navigation in port waters must take place with motor propulsion only. Units pleasure boats with exclusively sailing propulsion must contact the managing body for the organization of entry / exit assistance operations.
7. In case of absolute impossibility to implement the provisions of the previous point 6, the sailing unit must navigate in such a way as to minimize the edges, always avoiding obstruct the navigation of other units.
8. It is forbidden to sail at a distance of less than 12 meters from the head of the Visconti pier due to presence of the fuel distributor. If the navigation takes place in the vicinity of such area it is mandatory to limit the pace, so as not to hinder any operations refueling in progress.
9. The Commanders of the units must take all precautions and measures of prudence and safety to prevent dangerous situations avoiding any damage to third parties or to the works port.
10. Everyone is required to promptly report any dangers to the Maritime Authority they may obstruct the safe navigation of the units within the port.
11. However, it remains the responsibility of the commander / conductor of the unit to conduct the maneuver entry, mooring, unmooring and exit.
12. The captain / conductor who decides to moor at the identified docks and in the modalities reported in this ordinance, duly informed also by the manager, assumes the full responsibility for any damage reported to port facilities as well as to the unit itself in course of the stop.
13. It is the obligation of the commander / conductor of the unit to consult the weather forecast in order to adjust the moorings well in advance.

Art. 6

Final provisions

Anyone responsible is obliged to observe and enforce this ordinance, the publicity of which will be ensured by:

- posting in the register of this Office;
- transmission to the Entities / Administrations concerned;
- insertion on the "ordinances" page of the institutional website www.guardiacostiera.gov.it/alghero;
- sending to nautical associations.

Article 8 of the Alghero Port Regulations is repealed.

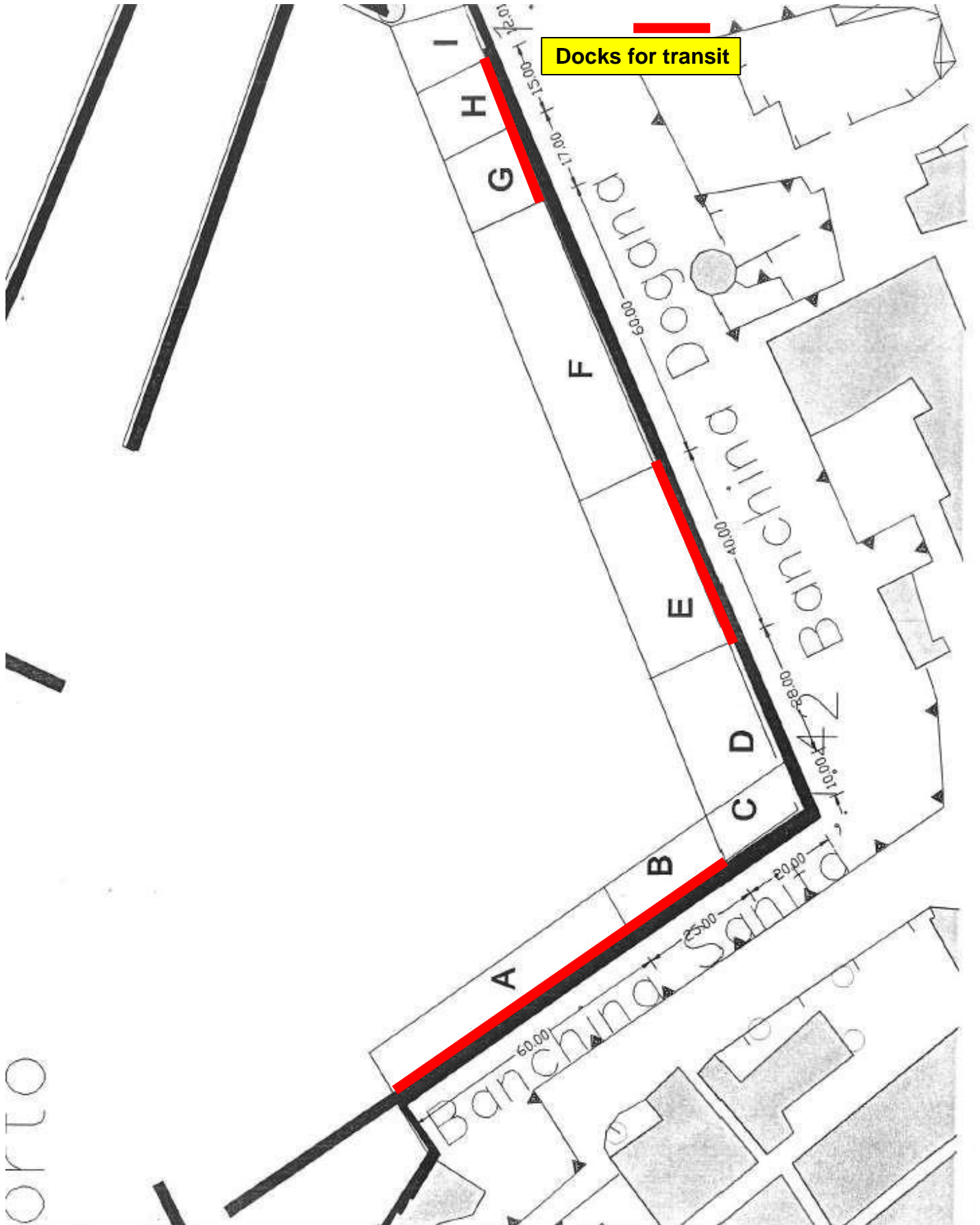
Art. 7

Fines

Violators of this Ordinance, as well as being civilly and criminally responsible for damage that may be caused to people, animals 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 Articles 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.

Alghero, 10.06.2020

IL COMANDANTE
T.V. (CP) Pierclaudio MOSCOGIURI
Documento informatico firmato digitalmente
ai sensi del testo unico D.P.R.
28 dicembre 2000 n. 445 e D.Lgs. 7 marzo
2005 n. 82 e norme collegate



0110

Ministero delle Infrastrutture e dei Trasporti

UFFICIO CIRCONDARIALE MARITTIMO - GUARDIA COSTIERA ALGHERO

SCHEDA NOTIZIE (SHIP'S REPORT)

DATA E ORA DI ARRIVO - MOTIVO DELL'APPRODO (DATE AND TIME OF ARRIVAL - REASON OF CALL)	
BANCHINA DOGANA - SANITA' (PIER: DOGANA or SANITA')	
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, DI PORTO (CRUISE SHIP, BULK CARRIER, GENERAL CARGO, FISHING)	
TIPO E QUANTITA' DI CARICO EVENTUALE (TYPE AND QUANTITY OF CARGO ON BOARD - possible)	
NUMERO PASSEGGERI E RELATIVA NAZIONALITA' (PASSENGERS: NUMBER AND NATIONALITY)	
NOME E NAZIONALITA' DEL COMANDANTE (MASTER'S NAME AND NATIONALITY)	
PUNTO CONTATTO - NUMERO TELEFONICO (CONTACT POINT AND TELEPHONE NUMBER)	
NUMERO E NAZIONALITA' DEI COMPONENTI EQUIPAGGIO (CREW: NUMBER AND NATIONALITY)	
PROPRIETARIO DELL'UNITA' (SHIPOWNER)	
PORTO DI PROVENIENZA (LAST PORT)	
PORTO DI DESTINAZIONE (NEXT PORT)	
DATA E ORA PREVISTA PARTENZA (EXPECTED TIME OF DEPARTURE)	

VISTO DELL'AUTORITA' MARITTIMA
Port Authority signature

Data e ora / date and time