

Ministry of Sustainable Infrastructures and Mobility
OLBIA PORT AUTHORITY

EXTRACT FROM REGULATION OF THE
TOWING SERVICE

April 24th 2024 – Translated from Italian

[...]

Article 2
(Obligation of Towing Service)

1. In case the wind intensity referred to in the preceding Article 1, paragraph 4, exceeds 20 knots, regardless of the direction, all ships, including pleasure boats and so-called pleasure yachts with a gross tonnage equal to or greater than 500 tons, arriving at the port of Olbia, are required to use the towing service during the mooring maneuver.
2. In case the wind intensity referred to in the preceding Article 1, paragraph 4, exceeds 20 knots, regardless of the direction, all ships, including pleasure boats and so-called pleasure yachts with a gross tonnage equal to or greater than 500 tons, departing from the port of Olbia, are required to use the towing service during the unmooring maneuver.

Article 3
(Exemptions from the obligation of towing service)

1. The following ships departing from the port of Olbia are exempt from the obligation under the preceding Article 2, paragraph 2,:
 - a. ships moored at the Ind/South pier of the industrial port (Cocciani), with the left side docked, in case of wind from any direction between 330° and 060°;
 - b. ships moored at the docks of the Isola Bianca port, in case of wind from any direction between 225° and 315°.

Article 4
(Procedure for activating the towing service)

1. All ships referred to in the preceding Article 2, paragraph 1, arriving within 3 nautical miles of the entrance to the port access channel, must contact the Operations Office of the Harbor Master via VHF.
2. Upon such contact, the Operations Office communicates the wind intensity (reference value) and direction to the vessel, and in case of a value exceeding 20 knots, it orders the use of the harbor tug.
3. All ships referred to in the preceding Article 2, paragraph 2, must radio this information to the Operations Office of the Harbor Master's Office ten minutes before the scheduled departure time (ETD) from the port of Olbia.

4. Upon such contact, the Operations Office communicates the wind intensity (reference value) and direction to the vessel, and in case of a value exceeding 20 knots, orders the use of the harbor tug.
5. The operator records the exact time of the reading, as well as the values (wind intensity and direction) communicated to the arriving/departing vessel.

Article 5
(Temporary malfunction of the system)

1. In case of a temporary malfunction of the system or technical issues of any kind preventing the Operations Office of the Harbor Master from detecting wind direction and intensity, for the time strictly necessary to restore the functionality of the system:
 - during the radio call from the 3 nautical miles mark, the arriving ship communicates to the Operations Office the anemometric data detected by the onboard instrumentation; based on that data, the Operations Office communicates the possible obligation to use the towing service.
 - at the time of the radio call, 10 minutes before departure, the departing ship communicates to the Operations Office the anemometric data detected by the onboard instrumentation, based on which the Operations Office communicates the possible obligation to use the towing service.
2. All the above communications must be made via VHF.

Article 6
(Rules of conduct)

1. Any different value of wind intensity and its direction, detected by the onboard systems of the arriving/departing unit or the harbor tug, compared to the data detected by the weather station referred to in the preceding Article 1, shall not constitute grounds for contesting the obligation (or lack thereof) to use the towing service ordered by the Operations Office of the Harbor Master.
2. MOYS S.r.l. is indemnified from any liability in case of malfunctioning of the system.