

**Ministry of Infrastructure and Transport
Port Authority of Olbia**

**Ordinance n ° 25/2020
Approval of the new docking regulations of the port of Olbia**

[...]

Art. 1

The annex ""NUOVO REGOLAMENTO ACCOSTI DEL PORTO DI OLBIA"" has been approved and implemented.

The aforementioned Regulation enters into force from 01.06.2020 and on the same date its Ordinance No. 83/2017 of 07.12.2017 in the aforementioned premise is repealed.

Art. 2

Anyone responsible is obliged to observe and enforce the provisions of the aforementioned regulation, whose non-observance, unless the fact constitutes a crime or other administrative offense, will be punished pursuant to Article 1174 (non-compliance with police regulations) and / or article 1231 (non-compliance with navigation safety regulations) of the Navigation Code or, if the non-compliance is committed with the use of pleasure craft, pursuant to art. 53 of Legislative Decree. 18 July 2005, n. 171 - Code of Pleasure Boating - and subsequent amendments and ii ..

[...]

Art. 1

Purpose of the regulation

This regulation governs mooring / unmooring maneuvers as well as the movements of ships in the port and bay of Olbia, the limits of which (including the indication of the anchorage points) are defined by articles 2, 3, 4 and 5 of the " Ordinance n.51 / 2019 dated 17.06.2019 of the Port Authority of Olbia.

Art. 2

Docks and operating limits

The docks with the possibility of mooring in the port of Olbia are located at Porto Isola Bianca, Porto Cocciani and Porto Vecchio, as well as at the former Palmera pier and are identified in the attached planimetric excerpts:

attachment n. 1 - Porto Isola Bianca;
attachment n. 2 - Porto Cocciani;
attachment n. 3 - Porto Vecchio;
attachment n. 4 - Ex Palmera pier.

Below are the data referring to the type of mooring (side or swath) provided for each quay, as well as the length of the quays for side-by-side mooring and the maximum length overall (lft) allowed for safe mooring in the windrow.

a) Isola Bianca:

pier n.1 bis (operational with limitations) - mooring side by side - quay length m.275 and Madonna di Bonaria pier - mooring side by side - quay length m.276

pier n.1 - side-by-side mooring - quay length 175 meters
pier n.2 - mooring in windrow - max l.f.t. mt. 220
pier n.3 - side-by-side mooring - quay length 175 meters
pier 4 - side-by-side mooring - quay length mt. 207
pier 5 - mooring in windrow - (see next paragraph 4)
pier 6 - mooring in windrow - (see next paragraph 4)
pier 7 - side-by-side mooring - quay length 177 meters
pier n.8 - side-by-side mooring - quay length mt. 170
pier 9 - side-by-side mooring - quay length 188 meters

b) Porto Vecchio:

pier B. Brin - side-by-side mooring - quay length mt. 305
molo Vecchio - side-by-side mooring - quay length mt. 132

c) Ex Palmera pier:

side-by-side mooring - quay length 60 meters

d) Industrial Port - Cocciani:

Industrial pier - Cocciani Nord - side-by-side mooring - quay length mt. 238
Industrial pier - Cocciani North-South - mooring in windrow - max l.f.t. mt. 200
Industrial pier - Cocciani Sud - side-by-side mooring - quay length 180 meters
Industrial pier - Cocciani Sud-Nord mooring in windrow - max l.f.t. mt. 200
Industrial pier - Cocciani Sud-Sud mooring in windrow - max l.f.t. mt. 200

Ships longer than the quay can be moored alongside the docks of the Isola Bianca port only and exclusively upon specific authorization from the Port Authority, which assesses the aspects related to the safety of the mooring.

The mooring in the windrow is authorized by the Port Authority after evaluating the technical characteristics of the ship, the weather and sea conditions and the weather and sea forecasts, as well as the duration of the stop and the type of port operations envisaged.

The Maritime Authority, having consulted the Port System Authority, can authorize the mooring of any type of unit (compatibly with its technical characteristics) at the docks of the Porto Vecchio, without prejudice to the intended use of the same, should necessary for reasons connected to the safety of navigation or for contingent reasons evaluated from time to time, provided that in compliance with the provisions of the specific ordinance governing its use.

Art. 3

Authorization for mooring / unmooring and movement of ships in port

The authorization for mooring / unmooring / movement of merchant units in port is issued by the Port Authority, after consulting the Pilot on duty. In case of particularly adverse weather conditions, the Harbour Master's Office can order the mooring / unmooring / movement of a ship after having acquired the opinion of the pilot on duty by short means. Art. 4 Safety requirements for the use of the Madonna di Bonaria Pier Mooring at the Madonna di Bonaria dock in the Isola Bianca port can be authorized in compliance with the following requirements: 1. Obligation to use the harbour tug for both mooring and unmooring maneuvers, regardless of the weather and sea conditions in the area; 2. the mooring maneuver can only begin if pier 1 is not engaged by other vessels; 3. a ship moored with the bow on the ground can be authorized to unmount only if pier no. 1 is not occupied by other units. Mooring at the Madonna di Bonaria pier is always prohibited in the following cases: > EAST / WEST direction winds of intensity > 25 knots; > winds from other directions with intensity > 20 knots. Wind intensity and direction are measured by the weather station located on the Maritime Station building in the port area

and remotely controlled by the Harbor Master's Office.

Art. 5

Safety requirements for the use of Pier 1 Bis

At wharf 1bis of the Isola Bianca port, mooring is allowed only for technical and inactive stops, upon duly motivated request, with absolute prohibition to carry out any type of commercial operation.

The mooring authorization (issued by the Harbor Master's Office, after consulting the ADSP) is bound to the respect of the following prescriptions:

1. obligation of 2 (two) pilots on board;
2. use of the harbor tug;
3. Madonna di Bonaria dock not engaged by other units;

These prescriptions must also be respected for the unmooring maneuver.

Art. 6

Requirements for the use of the quays of the Old Port

Mooring at the docks of the Old Port is governed by a specific ordinance of the Port Authority of Olbia.

Without prejudice to the provisions of the aforementioned provision, at the docks of the Old Port it is also allowed to moor for military units and commercial yachts, with a gross tonnage not exceeding 600 tons.

For the aforementioned units, the possible use of the port tug for mooring / unmooring maneuvers is assessed from time to time by the Port Authority, after consulting the service Pilot, in consideration of the technical characteristics of the unit, as well as the weather and traffic conditions. port present in the area at the time of the mooring maneuver.

Art. 7

Approach communications

| Shipping agents of liner ships must submit, through the PMIS2 application system, all the docking communications of the vessels wishing to moor at the port of Olbia, by 10:00 on the day before the arrival date. In compiling the aforementioned landing communication, the shipping agents must indicate, as Terminal, the entry "Port of Olbia" and the number of the quay requested. The Port Authority, having examined the communication, proceeds to assign the berth.

All non-pleasure craft intending to moor in the port of Olbia must communicate their arrival to the Harbor Master's Office using the PMIS2 application system.

The units in local or port service and fishing units, which they have their usual mooring in the port of Olbia.

Art. 8

Docking programming

Without prejudice to the provisions of the specific ordinance of the Port System Authority relating to the intended use of the docks and areas of the port of Olbia, the owners of the liners, through the shipping agencies / agents, must send to the Harbor Master's Office Port, no later than October 31 of each calendar year, the programming of the berths of its ships in the port of Olbia, for the following year, using the format attached to this regulation (Annex 5). This programming must indicate, for each ship: the technical characteristics; the navigation line on which it is planned to operate, with relative frequency of approach; the foreseeable duration of the stop on the quay.

These schedules are evaluated by the Port Authority (possibly having heard the opinion of the technical-nautical services of the port) and by the Port System Authority, each for the profiles of its own competence, for the preparation of a rough annual schedule of berths.

In the event of significant changes in the forecasts of berth provided as indicated above, such as to affect / modify the operational structure of berths that may have already been approved, the aforementioned annual schedule may be revised, on the basis of new information, following joint assessments of the Maritime Authority and ADSP, having consulted the technical-nautical services of the port.

From the above general programming, as well as from the individual berthing requests received from time to time, the Maritime Authority draws the data necessary for the preparation of a "weekly" berthing program (valid from Friday to the following Thursday) which considering the technical characteristics of the units, the type of port operations to be carried out, the duration of the stop and the commercial destination of the docks and port areas, as well as any logistical problems that may affect the operation of the docks and areas affected by the operations port.

This program is prepared by the Nostromi Unit of the Harbor Master's Office and evaluated, for subsequent approval, by the so-called docking commission (chaired by the Technical Section Chief of the Harbor Master's Office, with the participation of the Service Nostromo and qualified representatives of the AdSP and the technical-nautical services of the port); the commission meets weekly (every Wednesday) at the headquarters of the Maritime Authority.

Representatives of other Bodies / Commands, as well as interested shipowners, may also be invited to participate in the aforementioned meeting, if deemed necessary in consideration of the arrival forecasts to be included in the weekly schedule, as well as particular technical issues related to the assignment of berths. .

The minutes of the docking meeting are signed by the participants and sent to all the bodies / commands and port operators concerned.

In order to allow the preparation of a draft program to be examined during the aforementioned meeting, the shipping agencies / agents must send (to the e-mail box nostromi.cpolbia@mit.gov.it, by 10:00 of each Tuesday) the scheduling of ship arrivals / departures for the period Friday - Thursday (following), using the format attached to this regulation (All.6).

Art. 9

Changes to the docking programming

Any operational needs of the board (work to be carried out during the stop, landing rafts, launching launches and exercises) that involve the need to make changes to the weekly program of berths, must be communicated without delay to the Maritime Authority and the AdSP, for subsequent evaluations.

In extraordinary cases of necessity and / or urgency, in order to guarantee the safety of navigation, public safety and the protection of the environment, the Maritime Authority has the right to adopt measures relating to berths, also possibly in contrast with the provisions of this provision, as well as with the forecasts referred to in the annual and weekly programming of the approaches, after consulting the AdSP for the protection of the aspects within its competence.

Art. 10

Precedence in dockings

The ships expected to arrive in the port of Olbia must schedule entry into the port according to the docking time indicated in the weekly program of berths referred to in Article 8 above.

In case of concomitant arrival, the order of entry of the ships is indicated by the Port Authority, after consulting the Pilot on duty.

Art. 11
Order of departure of ships

The order of departure of the ships is that indicated in the weekly mooring program.

As soon as the commercial operations have been completed and all the consequential actions necessary to guarantee safe navigation have been carried out, the ship must declare itself "ready" for departure, unless it has been previously authorized to extend the stop.

When the on-board Command is about to complete commercial operations, it must notify the Port Authority and the technical-nautical services of the expected departure time.

If there are two or more ships scheduled to depart at the same time, the order of departure is indicated by the Port Authority, after consulting the Pilot on duty, on the basis of technical-operational assessments related to the characteristics of the ships and their commercial needs, as well as port traffic and weather and sea conditions.

Unless otherwise provided by the Maritime Authority, the ship that has completed commercial operations must immediately leave the mooring free. For liners, the term of commercial operations coincides with the end of the boarding operations.

Art. 12
Idle stop

In the port of Olbia, idle parking of any kind of boat is prohibited.

In particular cases of necessity and / or urgency, the Maritime Authority and the local Port System Authority evaluate the duly motivated authorization request, in compliance with the provisions of the specific ordinance.

Before the start of the idle stop, the shipowner proposes to the Maritime Authority, for subsequent approval, a minimum table that guarantees the regular functioning of the radioelectric equipment on board and the maintenance in perfect efficiency of the minimum services essential to guarantee the safety of the ship. , decent living conditions for the crew, as well as the ship's ability to maneuver in an emergency.

The provisions of this article do not apply to recreational craft.

Art. 13
Emergency measures

In particular cases of necessity and / or urgency and in all cases in which the rules of this regulation do not contemplate methods and times to deal with a particular situation in place potentially dangerous for public safety, for the marine and coastal environment, for harbor furnishings or for the units and their crews, the Harbor Master's Office, having consulted the AdSP, may adopt the measures deemed most appropriate and necessary, even possibly in contrast with these provisions.

Olbia, 25 | 05 | 2020

THE COMMANDER
C.V. Maurizio TROGU

