

I.T.N. S.p.A.

**PORTO**  

---

**MIRABELLO**  
LA SPEZIA

**REGULATION**  
**FOR THE MANAGEMENT**  
**AND THE EXERCISE OF THE MARINA**

====oOo====

**La Spezia - 2010**

**Maritime State Concession 30.12.2009**  
**Act 97 of the Concessions Registry- n° 115 Deed Register – Year 2009**  
**Registration n° 28 – Series 1 – 19.01.2010**

**SUMMARY**

<b>DEFINITIONS AND PREFACES</b>	Page 4
<b>INTRODUCTION</b>	page 5
Art. 1 – Purpose of the regulation	page 5
Art. 2 – Application	page 5
Art. 3 – Regulation Modifications	page 5
<b>HARBOUR ACTIVITIES</b>	page 5
Art. 4 – Management of the Harbour Activities	page 5
Art. 5 – Accomodation Services	page 5
Art. 6 – Management and Staff	page 6
Art. 7- Management and Staff’s responsibilities	page 6
Art. 8 – Fees Payment and Services	page 6
Art. 9 – User’s Responsibilities and duties	page 6
Art. 10- Liability Limits	page 6
<b>NAVIGATION IN THE HARBOUR AREA – STATIONING</b>	Page 7
Art. 11 – In and Out from the Harbour – Navigation in the Harbour Area	page 7
Art. 12 – Rigging of the pleasure craft	page 7
Art. 13 – Moorings features	page 7
Art. 14 – Mooring Rules – location and use of the berths	page 8
Art. 15 – Berthing Conditions in the Harbour Area	page 8
Art. 16 – Collaboration	page 8
Art. 17 – Safely Stationing	page 9
Art. 18 – Mooring Maintenance	page 9
Art. 19 – Unit Sinking	page 9
Art. 20 –Harbour Prohibitions	page 9
Art. 21 – Drainage Prohibition in the sea	page 10

Art. 22 – Masters Rules	page 10
Art. 23 –Activities Prohibition	page10
<b>SERVICES</b>	Page 10
Art. 24 - Services – Geneeral Rules	page 10
Art. 25 – Transit Users	page 10
Art. 26 – Shipyard and outside companies	page 11
Art. 27 – Shipyard Operations	page 11
Art. 28 – Access to the Shipyard	page 11
Art. 29 – Toilettes	page 11
<b>HARBOUR FACILITITES ACCESS – INTERNAL ROAD SYSTEM – ASHORE WORKS</b>	page 11
Art. 30 – Pedestrian Access	page 11
Art. 31 – Access and Parking	page 11
Art. 32 – Garages and Shops	page 12
<b>SECURITY AND SURVEILLANCE</b>	page 13
Art. 33 – Security Service	page 13
Art. 34 – Adverse weather conditions	page 13
Art. 35 – Fire Safety	page 13
<b>WASTE COLLECTION</b>	page 14
Art. 36 – Waste collection Regulation	page 14
<b>FINAL PROVISIONS</b>	page 14
Art. 37 – Regulation Infractions	page 14
Art. 38 – Ordinance	page 14
<b>Appendix</b>	page 15

## DEFINITIONS AND PREFACES

**“Concessionaire”**: I.T.N – Industrie Turistiche Nautiche S.p.A. con Socio Unico. The Company is the holder of the State Maritime Concession and exercises all the rights and assignments. ITN S.p.A. must fulfill , at the same time, all obligations imposed by the Concession.

**“Port Authority”**: Autorità Portuale della Spezia (L. 28.01.94 n. 84).

**“Guard Coast ”**: Capitaneria di Porto della Spezia (Art. 16 Cod. Nav.).

**“Trustee”**: means any person who exercises in the Harbour one of the activities entrusted, pursuant to and by effect of art. 45bis CdN, of the State Maritime Concession.

**“Harbour Direction”**: means the organization responsible for the scheduling, the coordination and the control of the activities in the Marina.

**“Staff”**: Concessionaire’s employees, responsible for the Harbour services

**“Berth” or “Mooring”**: water surface overlooking the jetty, the pier or the dock used by the User.

**“User”**: natural or legal person which enjoys permanently (Long Term User) and/or temporarily (Short term User) of the berth and/or other uses and/or services within the Harbour or that is, for any title or reason, in the area of the State Maritime Concession.

**“Dock” and “Quay”** fixed structure in the Harbour, which mark of the perimeter of the Harbour basins and intended for the approaching and the berth of the boats .

**“Pier” or “Jetty”**: Harbour structure, realized on piles or floating, intended for the approaching and the berth of the boats.

**“Access Channel”**: is a channel, outside the protected basins which leads from the sea to the entrance of the Harbour.

**“Rigging Channel”**: every channel within the Harbour which allows the rigging, the movements and the access of the boat to the berths.

**“Turning Basin”**: it is a space within the Harbour basin intended for the turnabout or the change of route of the boats.

**“Harbour entrance”**: entry section to the protected water surface .

**“Unity”**: term used for boats, yachts and pleasure yachts .

## INTRODUCTION

### **Art. 1 – Purpose of the regulation**

This Regulation, drawn up pursuant the requirements of the State Maritime Concession , disciplines and coordinates the Harbor activities, as well as those related to the latter, carried out within Porto Mirabello.

### **Art. 2 - Application**

The Concessionaire and the Users, including the assignees for the special agreed berths, better identified in Appendix, are obliged to observe this Regulation, the “ Codice della Navigazione “Navigation laws (“CdN”) , and the Executing Regulation – Maritime Part (“Reg-CN-pm”).

### **Art. 3 – Regulation Modifications**

This Regulation, in order to improve the safety, the efficiency and the functionality of the Marina, can be modified, integrated and revised, by the Concessionaire, it being understood that any change must be submitted to the approval of the competent Authority.

## **HARBOUR ACTIVITIES**

### **Art. 4 – Management of the Harbour Activities**

The Concessionaire provides the Harbour management directly and/or assigning all or part of the services to third party (the Trustee pursuant to and by effect of art.45bis CdN), which can exercise, in the Harbour area, only the activities entrusted by the Concessionaire, observing the current laws and, in particular, the Navigation Laws and this Regulation

### **Art. 5 – Accommodation Services**

The Concessionaire, directly or through Trustees, takes care of the following services and supplies:

- a) Cleaning of the interior water surface;
- b) Cleaning of the Harbour areas and waste collection, on board and on land;
- c) Antipollution and fire system;
- d) Assistance for the operations of hauling and launching by the plants and with the means placed in the Harbour and for this authorized by the Harbour Direction;
- e) Emergency and towing operations, as far as the means allows;
- f) Examination of the compliance of the mooring plan approved by the State Maritime Concession and its assignment;
- g) Assistance for the mooring and unmooring for the boats;
- h) Continuously radio listening on channel VHF 73 and 16 ;
- i) Water and electricity supply, as far as the supply capacity of the plants allows;
- j) Refueling plant;
- k) Intake for bilge water and sewage;
- l) Marina lighting and maintenance of the maritime signals;
- m) Ordinary and extraordinary maintenance of plants, furniture, gardens and works;
- n) Surveillance on the implants, on the facilities of the landing and on the observance of this regulation, as explained in articles 33 and 37;

### **Art. 6 Management and Staff**

The Concessionaire nominates the responsible of the Direction of the Marina ( Harbour Director) .  
The Staff carries out its activities according to the directives and the orders issued by the Direction.  
The Staff will wear a particular uniform or a badge, in order to allow the identification.

### **Art. 7- Management and Staff's responsibilities**

The Management is responsible for the planning, the coordination and the control of all services and activities connected with the exercise of the State Maritime Concession listed in art. 5. For this the Harbour Director plans and coordinates the use of technical resources and of the Staff. Visitors and/or goers of the Harbour, as well as those who have and activity are subjected to the surveillance of the Direction

It being understood that the jurisdiction of the State administrative bodies, even for what concerns the intervention of the maritime police, the application and the observance of the law in force, in the Harbour, is also controlled by the Direction with its Staff.

In order to enforce the compliance of this Regulation, the Staff will make appropriate provisions to Users/Visitors, which must scrupulously observe it.

### **Art. 8 – Fees Payment and Services**

For the use of the berth and the subsidiary services, the Users must pay in advanced a lump sum established by the Concessionaire.

The fees related to the transit berth, will be previously communicated to the Maritime Authority.

For the supply of drinking water and electricity, exceeding the normal supply capacity of the plants, the Users will be subjected to an additional compensation established by the Harbour Direction.

For the fuelling supply, for the works of technical assistance and the boats maintenance, as well as the comfort performances and the supplies on boars, the Users must pay the amount for the services received to the trustees/suppliers, observing the provisions in art. 24.

### **Art. 9 – User's Responsibilities and duties**

The User is obliged to strictly observe the Laws, the rules of this Regulation and, in particular, the administrative system of the boats, as well as the customs, police, harbor safety and traffic regulations, and the dispositions of the Direction.

The User is responsible, both civil and penal for the violations committed. He also must take all appropriate measures to protect its property for thefts, damages and similar events.

The User which plans to leave the berth for a period longer than 48 hours must inform the Direction of the Harbour.

The same communication must be provided in case of return after 9.00 p.m.

The Short Term User must inform the Direction on the occasion of the departure at the end of the assigned period.

### **Art. 10- Liability Limits**

The Concessionaire is not responsible for the damages caused by Users and /or by third part to users and/or third parts.

The Concessionaire is not responsible for any theft that may occur in the Harbour area, on board and on vehicles and in the buildings.

The Concessionaire is not responsible for the theft of boats, vehicles and/or other goods or part of them. In every case, the relations between the Concessionaire, the Harbour Direction and the user, do not apply the provision of art. 1766 Cod. Civ. and following.

## **NAVIGATION IN THE HARBOUR AREA – STATIONING**

### **Art. 11 – In and Out from the Harbour – Navigation in the Harbour Area**

The Harbour Direction is qualified to authorize the entry in the Harbour.

Mooring is not allowed for boats which are not in safe conditions for the stationing.

The staff must be informed about case of difficult or breakdown and it will provide, in the limits of its resources, to furnish directly or by specialized Trustee, the necessary assistance for the entry and the mooring.

In the entry channel and in the switching channel the boats must:

- a) Following the centerline of the entry channel;
- b) Keep the right when crossing another boats;
- c) Respecting the safe distance from the boat which preceding, equal to 1,5 times the length of the boat;
- d) Maintaining a speed of 3m knots (5,5 km) and not superior to the safe one, intended as the speed that a boat should proceed in an appropriate and efficient way to avoid collisions and to be able to stop within a distance appropriate for the circumstances and the weather conditions (COLREG 72, rule 6 – law 27.12.1977 n. 1085);
- e) Giving priority to the boats which are outbound

It is forbidden for all boats with sail or mixed propulsion to sail in Harbour area and for less than 200 meters from the entrance with only sail propulsion.

### **Art. 12 – Rigging of the pleasure craft**

All the operations carried out within the Harbour must be made by observing the instruction issued by the Direction, which will provide for the handling of boats and movements of berths, if necessary in case of emergency, or for particular needs dependent on the operations of the Harbour.

In the absence of the Ship-owner and its employees, or in case of refusal by the same, the Direction can, on your own responsibility, take steps directly with its trusted Staff.

Towage operations are not allowed, except in cases of proven emergency. These operations must be pre-emptively requested and authorized by the Direction, which will provide, permitting with the capacity of the available means.

### **Art. 13 – Moorings features**

In Porto Mirabello are expected n. 416 (four hundred and sixteen) berths, 10 % will be available for the boats in transit, as determined by the mooring plan approved with the act of the State Maritime Concession.

The boats in transit, that is all those that, not enjoying a steady berth, want to use the part of the Marina reserved for public consumption, in case they do not have pre-emptively agreed with the Direction the assignment of a berth on the base of the prices in force, must wait at the entry of the Harbour until they have received the assignment of the place – if available – and other necessary instructions and regulations. The during of the permanence must be reported in the mooring request, to be formulated upon arriving.

This duration cannot exceed seven days, unless proven needs for circumstances beyond one's control . Otherwise, only in case of happen availability of the berths reserved for the public consumption, the same boats can extend the stay until the end of the availability.

Every berth is equipped with bollards, mooring chains and plugs for the supply of water and electricity. The activation of the plugs is controlled by an electronic device which, completed with instruction for use, will be delivered to the assignee of the berth.

Each device can activate the plugs for the assigned berth and is strictly personal.

It is strictly forbidden to modify the berth plant provided by the Concessionaire.

#### **Art. 14 – Mooring Rules – location and use of the berths**

The mooring are marked with a letter which show the dock or the quay and with a progressive number. The marks are at the landward end and at the head, in a visible way.

The categories of the berth are reported in the Appendix below the Regulation

The long and short terms berths are listed in the appropriate telematic register, kept in the Direction office, with the information of the personal and fiscal data of the User and of the name, registration number, model and length of the boat.

Every User is required to immediately report any changes of the data provided by the Direction and he can only enjoy the place assigned to him, it is strictly forbidden to moor elsewhere.

In order to ease the most the mooring rigging, especially in adverse weather conditions, the dimensions of the boats must be at least ten centimeter lower in width, with the only tolerance of the 5% in length, compared with belonging category, including pulpit, bowsprit, outboard, stern platform, rubbing strake and any other prominence.

Dock e and F are excluded, on the side facing the main turning channel there is a tolerance of 2% in length. In case of violation of the prohibition about which in the preceding paragraph, a notice will be sent to the User or to its employees, then the Direction will remove the boats with its own Staff at the expense of the default, on its expense will also be the payment of the compensations predicted for the occupation of the berth where the boat will be transferred.

The User has full availability of the assigned berth and the Harbour Direction provides so that will be free even in case of an extended absence, unless he decides otherwise (hiring, renting etc.).

In these cases the User must inform in writing the Direction, communicating all details of the new User and of the new entering boat and paying the amount provided for the administrative fees. It is absolutely forbidden the exchange of the berths between assignees, unless a specific writing authorization issued by the Direction.

The Short term user can not assign the berth assigned to him for no reasons.

If the user will plan to leave the Harbour for a period exceeding 48 hours, he is required to communicate to the Direction, reporting the date and the departure time, expected day of return and, possibly, the destination .

#### **Art. 15 – Berthing Conditions in the Harbour Area**

It is forbidden for all boats, except in case of acts of God, to drop the anchors. The boats must be moored only to the bollards and chains set on purpose and the Captains are responsible for damages caused to the boats.

Every boat must be moored using, at the bow, the end of the hauling ropes of catenaries (relieving rope), technically suited to the size of the berth and, at the stern, the ropes provided by the same Ship – Owner, suitable and efficient for the bollard mooring. The user is responsible for the right use of the mooring provided by the Concessionaire.



Efficient fenders, appropriate to the dimension of the boat and in sufficient numbers to avoid damages must be used. It is forbidden to keep projections beyond the side. The alongside berth is allowed only after authorization of the Harbour Direction. In case of temporary and short absence on board, the bridge must be withdrawn or lifted up; in case of extended absence the bridge must be completely withdrawn. In the night the bridges must be properly lighted up or completely withdrawn. The Harbour Direction can dispose, as a matter of course, the reinforce of the moorings and /or of the fenders, if considered unsuitable, charging the expenses to the User.

#### **Art. 16 - Collaboration**

The User, its crew or the caretaker of a boat cannot cause block the operations of other boats and can not refuse to take all measures considered necessities in order to ease the movements of the other boats. The Staff can come on board of the boats for safety reasons, as well as any control deemed necessary by the Harbour Direction.

#### **Art. 17 - Safely Stationing**

All boats entering in the Harbour must be in perfect working order for the safety of the stationing and to be in line with the prescriptions issued by the competent Authorities.

The Direction, if there are reasonable grounds, can require inspections on-board by the competent Authorities.

Before leaving the Harbour, especially for long periods of time, the Users which leave their boats to the berth must ensure that the cables are in good working conditions; they also must leave their telephone number and the telephone number of an eventual guardian.

If a boat is in state of neglect, is subject to a possible sinking or can cause damages to other boats and to the surrounding equipments, the user or the eventual guardian will be immediately warned, in order to eliminate the hitch.

If these do not provide within the prescribed time, or in case of emergency, the boat will be hauled at the expenses of the Ship - owner without prejudice of any action toward him.

It is forbidden to careening through the heel of the boat.

It is forbidden to spin the propellers when the boat is moored.

It is forbidden to put in motion, except for proven and special requirements, the main engines and/or the auxiliary for heating and/or tests and/or batteries recharge and, in any case, not before 10.00 a.m. and not after 10.00 p.m.

If the Direction authorizes the maintenance in motion of the main engines, the boat must be equipped with flaps for the discharge of the cooling waters, in order to avoid their projection to other boats.

#### **Art. 18 - Mooring Maintenance**

In the event that the Concessionaire handles the maintenance of the mooring plants or other diving works, the Direction will provide to the proper signs for any hindrances for the navigation and/or land traffic.

If necessary, the Direction will provide to move the boats and/or vehicles which are obstruction the planned operations.

#### **Art. 19 - Unit Sinking**

When a boat sinks in the Harbour water surface, in the Harbour entry or in its neighborhood, the Ship – owner must remove the wreck, after having the authorization of the Direction and, where provided, prior no impediment by the competent Authority.

### **Art. 20 –Harbour Prohibitions**

It is absolutely forbidden the ignition of naked flames and the use of the ox hydrogen flame.

It is forbidden to take on board, to disembark and to possess on board dangerous goods.

It is absolutely forbidden to use freshwater hose without the automatic docking of the nozzle.

It is forbidden to use projectors and audio signals if not necessary.

Any activity or behavior which can disturb other people, in particular it is forbidden to play loud music before 10.00 a.m., from 2.00 p.m. until 4.00 p.m. and after 10.00 p.m. , on board, on land and/or in the shops.

All works which can cause discomfort or can annoy other Users, must be performed in the Shipyard area, prior accordance with the latter, with exception for the authorization of the Direction.

The bathing, the diving, the collecting of seafood and shellfish is forbidden, as well as the fishing with any tool.

It is also forbidden to dive for examinations, interventions and reparations of the boats.

These activities can be conducted only by the skilled Staff authorized by the Harbour Direction.

It is forbidden to obstruct with on board equipments, (capes, bridges, life savers, life raft etc.) or with objects or equipments of any kind the docks, the pontoons and all areas not intended as a storage.

It is forbidden to make works and paintings on the piers, docks and jetties.

It is forbidden to have showers, to wash kitchenware or laundry and hang out on docks, pontoon and jetties.

It is forbidden to wash cars in the Harbour area.

In case of noncompliance, the Direction will provide for the remove what illegally left and to clean the related area, charging the expenses to the guilty User.

The moored boats must be clean and tidy. In case of extended noncompliance of this rule, and after a specific warning to the User and its employees, the Direction will provide to clean the haul and the deck with its own Staff, charging the costs to the User.

### **Art. 21 – Drainage Prohibition in the sea**

**Are forbidden :** the emptying of the bilge waters, sewage, to throw away garbage of any kind, of objects, liquids, rubble or others in the Harbour area, both in water and on quays, pontoon and docks.

For solid waste must be used the appropriate containers present in the Harbour, which must be always kept closed.

The waste (sewage and bilge waters, batteries and waste oils) must not to be kept on board, and must be discharged in the proper containers as specified by the Direction with the help of the Staff.

For personal needs must be used the toilettes ashore, unless the boat is equipped with special equipments for the collect and the handle of the sewage on board.

### **Art. 22 – Masters Rules**

In the Harbour pets are allowed as long as necessary for their embark and disembark and, however, must be kept on a leash. In any case must be taken every precautions to avoid that the presence of pets in the Harbour area can cause annoyance and discomfort to Users.

The masters must provide to remove the dirt and the dropping produced by their pets.

### **Art. 23 –Activities Prohibition**

It is forbidden the conduct of any commercial, professional or hand-crafted activity in the Harbour area, even on board or by boats, unless authorization of the Concessionaire, as required by the Navigation Law, in the areas expressly assigned for these functions. The rule-breaking will be reports to the competent Authority.

## **SERVICES**

### **Art. 24 - Services – General Rules**

The Concessionaire is the only person legally entitled to give the services pursuant to articles 4 and 5 of this Regulation and, where provided, will readjust the prices.

The Concessionaire, exclusively, pursuant to and by effects of art. 1567 c.c., will provide the supply to users of water and electricity, with the charge of the forfeit corresponding including the cost for the supply expenses.

In case of failure of the corresponding pay off, the Harbour Direction can suspend the giving until the payment by the User.

This last must be warned by a letter with return receipt.

For the fueling supply, the technical assistance and any necessities resource for the life on board, the Users must pay the agreed amounts and communicated in advanced to the Concessionaire.

### **Art. 25 – Transit Users**

The Users of the transit mooring can enjoy the facilities above described, as any other service provided by the Concessionaire, in accordance with the established conditions, paying out the amounts of the prices in force.

### **Art. 26 – Shipyard and outside companies**

The hauling and the launching, the assistance, the repair and the fitting of boats are performed exclusively by the Concessionaire or by Trustees, ex art. 45/bis-CdN.

In particular cases, on request of the interested User, the Direction can authorize the conduct of performance of the aforesaid kind, even by other specialized companies, as long as they possessed the required approval to work in the Harbour area.

It is forbidden the entry in the Harbour of any mean that is not authorized by the Direction.

In particular the vehicle supply fueling can be performed by the companies expressly authorized by the Harbour Direction and in compliance with the law in force.

### **Art. 27 – Shipyard Operations**

The haul, the launch, the repairs, the careening etc. of the boats in the harbor area are authorized only in the Shipyard area. The shipyard Holder must respect this Regulation.

The Harbour access roads cannot be occupied , if not provisionally for the necessities time for the moving and prior communication to the Direction, which will supervise the execution of these operations.

For the haul and the launch and the moving of boats and accessories, the entry in the Harbour of mobile mean is forbidden, apart the mean authorized by the Direction.

The Concessionaire commits and guarantee, restricted to the capacity of the available means, the service of the haul for any boat, even if not a berth Owner.

The boats parked afloat cannot be inhabit for no reasons.

### **Art. 28 – Access to the Shipyard**

In the water surface facing the shipyard area, in the hauling dock and along “Dock Lagora” the boats can stay only for the period necessary for the execution of the working.

The Shipyard must notify to the Direction the forecast period of occupation of the Harbour areas above mentioned and the eventual changes.

### **Art. 29 – Toilettes**

The toilettes are placed in some parts of the Harbour and are exclusively use of the Users and their guests. Easy access toilettes for differently – ableds are also available.

## **HARBOUR FACILITIES ACCESS – INTERNAL ROAD SYSTEM – ASHORE WORKS**

### **Art. 30 – Pedestrian Access**

All the pedestrian walkways of the Harbour, the shopping center, the quays and the docks are open access and public use, while the access to the pontoons is reserved for Users, their guests and the crews, the staff and the technicians of the authorized companies. The public access to the quays and the docks is allowed from 9.00 a.m. until 9.00 p.m..

For security reasons, it is forbidden the access to “Dock Lagora”

### **Art. 31 – Access and Parking**

The vehicle maximum speed in the Harbour is 20 km/h.

With the exception for specific rules of the CdN, the pedestrian and vehicular traffic is managed by the “Highway code”. The access point of the vehicles is placed at the entry of the Harbour, where is in operation a video surveillance plant.

The entry in the Shipyard area, normally closed for vehicles can be opened for the access of the emergency services expressly authorized by the Direction.

The vehicular traffic in the Harbour must take place, exclusively, along the roads and the locations marked by the road signs, both lane and road markings. Motorcycles (with internal combustion and/or electric engine) can be rode along the main docks and the transit docks, but not on minor docks, where boats are moored. Cycles and motorcycles must be parked in the proper spaces in the Harbour area. For electric vehicles there could be, eventually, special areas for the stay, organized for the batteries recharge, according to the prices and the ways established by the Direction.

The vehicular access in the Harbour is allowed:

1. To garages and berths owners;
2. To Concessionaire employees and/or Trustees;
3. To Public Authorities;
4. To all those who are authorized by the Direction, at a rate of parking availability.

To these subjects, will be released an electronic device to open the barriers and an appropriate sign with the assigned place, which must be in evidence on the windscreen.

On absence of this last, or in case of stay in a third party parking place, the car will be considered in a no parking area and will be subjected to sanctions.

All Users, to collect and/or fund people and/or luggage, can reach with its own car the parking point for the loading zone close to their boat or property.

At the end of these operations, the vehicle must be parked in their assigned places.

In the Direction there will be a register with a numerical list of parking and garages, with the names of the Users.

Every vehicle must be parked exclusively in the garage or in the parking space numbers – marked off by proper lane, and reserved to it.

The same regulations are enforced for the stay of trucks to tow boats in the established areas.

The Direction, establishes in rotation parking with fee, for the temporary stay of Users which do not have a garage or a par, for visitors and suppliers, these area will be shown by a proper traffic sign (place for public consumption).

The entry ticket must be exposed inside the windscreen, in fault the car will be considered as in a no parking area.

If the period allowed for the stay has exceeded and, all time vehicles are parked in an irregular way or improperly, the Direction, with the competent Authorities, will provide to remove the vehicles on its owners' expenses.

The towing away will be performed without notice.

The removed vehicles will be towed in a proper space in Porto Mirabello, or to garages outside the Harbour, on the owner's charges, both for the transport and the storage.

## **Art. 32 – Garages and Shops**

### **A. - Garage**

The Concessionaire takes care of the maintenance of the rolling shutter and external façades.

It is forbidden the posting of notices or signs on the rolling shutter.

It is forbidden: the painting of the rolling shutter, even on the interior side, the damaging or the dismantlement, even partial.

The User must use the garage for the intended purpose.

He can not engage activities not permitted by the law or that can disturb and/or discomfort the neighborhoods. It is not allowed to keep flammable materials inside the garage or, anyway, dangerous.

### **B. - Shops**

It is forbidden the use of the perimeter walls and of the platform in front of the shop and, in general, the space occupation of common places, even temporarily.

The posting of signs and awnings must submit, in addition to rules established by the Authorities, to the approval by the Concessionaire, which has to determine the sizes, the shapes, the colors and the fixing systems.

The use of the areas in front of the shops must be approved by the Concessionaire, prior written request, which will control the directions of use (e.g. dimensions and shapes of the area, kind and number of the Outdoor furniture, periods and time of use, distances with the neighborhoods etc.) and it will determine the amount of the fee.

Any activity which can cause annoyance or inconvenience to Users and visitors of the Harbour are forbidden.

The noncompliance of the rules of this article will involve the obligation of the operator to remove the signs and the awnings or the inhibition of the area.

## **SECURITY AND SURVEILLANCE**

### **Art. 33 – Security Service**

The Direction provides the supervision and the control round the clock of the whole Harbour area.

The Staff, in addition to the provisions of art.5/n, exercises control over the vehicles near the entrance of the Harbour and in the event of non compliance, can ask for the intervention of the competent Authorities.

### **Art. 34 – Adverse weather conditions**

The Direction in order to ensure the safety of the Users and visitors, in the event of adverse weather conditions, has the right to deny access to docks, pontoon and quays.

### **Art. 35 – Fire Safety**

The Administrator takes care to provide a proper organization, equipped with fixed and mobile plants, in order to intervene in case of fire or severe pollution, with specialized staff, respecting the orders provided by the State maritime Concession.

The guideline of the Direction must be promptly carried out by the Users and the Staff.

The moored boats must observe the following guidelines of preventive and general nature, the direction can ask to the competent Authority inspections on board and to take measure against the, in case of noticed noncompliance:

- 1) in case of spillage of oil in the water or on the docks, pontoons and quays, the responsible must immediately inform the Direction and promptly take all actions to contain and limit the damage, taking care to inform the captains of the boats and how many are in the place;
  - 2) before the starting of gasoline engines, the User must ventilate the engine compartment;
  - 3) every boat, before mooring, must control that there are no residual of oil in the bilge and that there are no leaks in water;
  - 4) the electrical systems on board must be in good working conditions and maintenance;
  - 5) the refueling must be performed by the supplying at the service station in Harbour . It is absolutely forbidden, in the Harbour area, any other way of supply, both with tanks, even if transported and equipped with pumps, and by self-propelled boats of any kind, or any other system.
- In case of proven needs( quantities exceeding the capacity of the tanks in the Harbour, lack of fuel, equipments repair etc.), the User must request the authorization to the Direction and, in case, to the Port Authority for any quantity or performance;
- 6) the compartments on board containing bottled gas must be adequately ventilated;
  - 7) fire extinguishers on board must be approved in accordance with the requirements of the regulations in law , in sufficient numbers and in perfect working order;
  - 8) in case of fire on board, the staff of the boat and the of the neighborhood boats must take steps to contain and reduce the flames, as quickly as possible, using the VHF and/or telephone , the Direction must warn the competent Authorities and the bodies which has to intervene.

In particular the Direction, according to his discretion, can immediately unmoor the boat with a fire on board and can move elsewhere, even out of the Harbour.

The expenses related to the intervention consequently the fire are up to the User, as well as the damages caused by third parties or to furnish and works in the Harbour.

## **WASTE COLLECTION**

### **Art. 36 – Waste collection Regulation**

The Direction promotes the separate collection of rubbish providing, in proper areas of the Harbour properly marked, containers for the collection of urban solid wastes of glass, plastic, paper, cans, batteries and spent oils.

The collection centers for oils and batteries are placed in the shipyard area.

Users must deposit waste inside the containers.

It is forbidden to obstruct, even temporally, of spaces on docks, on pontoons and on land with waste materials, bags and scraps.

The Owner of the shipyard area, the manager of the refueling and the craftsmen must provide the disposal of the spent oils and all harmful elements and compound of the works performed in accordance with the law.

## **FINAL PROVISIONS**

### **Art. 37 – Regulation Infractions**

The violation of the Regulation noticed and contested by the Staff will be immediately communicated to the Direction that, in case of violations of law and/or administrative, will signalize it to the competent Authority.

### **Art. 38 – Ordinances**

Although noy specifically describe in this Regulation concerning the maritime safety and waste disposal please see the orders issued by La Spezia Guard Coast (n° 150/2001 of the 24.07.2001) and Port Authority La Spezia (n° 01/2008 of the 24.01.08).

====oOo====

THIS REGULATION HAS BEEN REGISTERED IN PORT AUTHORITY LA SPEZIA .

====oOo====

## **APPENDIX REGULATION**

Mooring Category

Boats Maximum Size (in meters)

B	12,00 X 4,20
C	14,00 X 4,65
D	16,00 X 5,15
E	18,00 X 5,50
E1	20,00 X 5,50
F	20,00 X 6,05
F1	22,00 X 6,05
G	22,00 X 6,50
G1	24,00 X 6,50
H	25,00 X 7,00
I	30,00 X 8,00
L	35,00 X 8,30
M	40,00 X 8,30
N	50,00 X 11,00
R	60,00 X 11,00
O	65,00 X 13,00
O1	70,00 X 13,00
O2	75,00 X 13,00
Q	80,00 X 13,00
Q1	90,00 X 15,00
P	100,00 X 18,00
P1	110,00 X 18,00
P2	120,00 X 20,00
P3	135,00 X 22,00

These sizes are referred for the size “ over all” of the boats ( included pulpit, bowsprit, outboard engine, stern platform, rubbing and other prominence).

Tolerances are allowed in length for not more than 5 %.

Docks E and F are excepted, on the side facing the main channel of operation, there is a tolerance of 2%.