

## EXTRACT FROM ORDINANCE N.07/2024

### LOANO HARBOUR SECURITY REGULATION

#### ART. 1

##### (subdivision of standards)

The rules contained in these Regulations are collected as follows:

- ❖ Chapter I - Scope and general rules;
- ❖ Chapter II - Rules concerning navigation, mooring and berthing of recreational units;
- ❖ Chapter III - Rules concerning navigation, mooring and berthing of Commercial and Non-Commercial Ships (*Commercial and Pleasure Yachts*)
- ❖ Chapter IV - Rules concerning navigation, mooring and berthing of fishing units.

#### CHAPTER 1

##### (SCOPE AND GENERAL RULES)

#### ART. 2

##### (scope of application)

1. Without prejudice to the application of the other regulations in force, as far as they are applicable, these Regulations apply to all those who, for whatever reason, by land or sea, access the port of Loano. The scope of application includes the entire port area shown in the attached floorplan. Therefore, any area not included in the aforementioned floorplan, and which is not part of the port infrastructure, is excluded.
2. The Municipality of Loano, in order to increase the safety, functionality and efficiency of the anchorage in question, has the faculty, within the limits of the administrative-managerial powers of the Authority itself and after obtaining the opinion of the Maritime Authority, to adopt specific regulations concerning the profiles falling under municipal jurisdiction.
3. This is without prejudice to the port captaincy's right, after consulting the concessionaire/port manager, to allow temporary mooring at the quays normally destined for the activities governed by these Regulations, as well as for ships that have to carry out operations subject to possible operational limitations due to their technical-nautical characteristics, or to allocate said quays for services other than those for which they are normally destined, in cases where special contingent needs so require.
4. The present rules, motivated by the particular hydrographic, morphological and organisational conditions of the port, do not contradict the general principles established by the International Regulations for Preventing Collisions at Sea (COLREG '72), transposed by Law N. 1085 of 27.12.1977, as well as the Navigation Code and its Implementing Regulations, to which reference must be made for cases not governed by the following rules.
5. The rules contained and presented herein regulate the safety aspects in the Loano port area, referring all matters concerning the operation and use of the port to the measures for the management of the marina under the competence of the Loano Municipality as the managing body of the public maritime domain for recreational tourism activities.

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## **ART. 02** **(distribution)**

The Municipal Administration shall publicise, by means of any form of publicity as deemed suitable for the purpose, the rules of conduct contained in these regulations; wherever the port area is entrusted in concession to third parties, the latter shall provide similar forms of distribution for the same purposes.

## **ART.03** **(marina management)**

The municipal administration shall, in compliance with the regulations in force, manage directly or by entrusting to third parties (according to the legal-administrative procedures provided for by the Navigation Code and its Implementing Regulations) the port of Loano by issuing the appropriate management measures in accordance with the general rules laid down in these regulations.

## **ART. 04** **(allocation of port quays)**

1. Loano's port area is identified by the set of quays and water surfaces, described and depicted below, as per the floorplan provided in **Appendix 01**, which is an integral part of these regulations. In this regard, the following definitions are adopted hereinafter:

**PORT OF LOANO:** is a port of regional and inter-regional economic importance with tourism and recreational purposes (pursuant to art. 4, lett. d) Law N. 84 of 28<sup>th</sup> January 1984). The port in question is granted by a maritime public concession issued - to a third party - by the Municipality of Loano as the managing body of the public maritime domain;

**MANAGING SUBJECT:** A legal entity that takes over the management of the port with the associated charges and receives the relative revenues.

**CONCESSIONARY:** subject authorised to occupy the state-owned spaces on which the port is located, legitimised to conduct the activity covered by the concession;

**PORT DOCK:** shall mean the area of the port of Loano intended for the mooring of vessels and delimited by the inner pier and outer pier, excluding the terminal section consisting of the embankment and which is without a quay;

**QUAY/PIER:** refers to the non-floating structure within the port, intended for the approach and mooring of vessels and as a support for the base of the pontoons;

**PONTOON:** floating structure within the port, intended (together with the quay) for the approach or mooring of vessels;

**ENTRANCE/ACCESS CHANNEL:** this is the stretch of water between the forebay and the end section without a quay of the outer pier; this stretch of water must be used by all vessels intending to enter or leave the port area; this is also used by small sailing vessels departing and landing from the beach under concession located within the forebay;

**OUTER PIER:** fixed structure of the port, delimiting the port basin to the SW. This consists of an outer embankment and a walkway above referred to as the 'Francheville Pier', in the inner part of which are mooring berths known as 'Quay G', at the head of which is the red side light indicating the entrance to the port;

**INNER PIER:** a fixed harbour structure separating the harbour basin from the forebay, this consists of a ballast and a quay on which the bunkering pier is located. At the end is the green side light; in the central part of the inner pier, perpendicular to it, are the jetties constituting the section referred to as the '*super yacht area*';

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**EASTERN OUTER PIER:** a fixed structure delimiting the port of Loano to the NE, composed of a semi-submerged ballast interspersed with emerged reinforced concrete piers. At its head is the green side light indicating the port's entrance;

**CENTRAL PIER:** fixed structure of the port that divides the harbour basin into two areas;

**LARGE SHIPS PIER:** a fixed port structure located at the head of the central jetty, perpendicular to it, and intended primarily for mooring recreational or commercial ships;

**SHORE QUAY:** quay falling within the port basin, coinciding with the coastline, between the slipway and the main parking area;

**SHIPYARD:** Area of the port of Loano destined for shipbuilding activities in accordance with the provisions of the state concession granted for this purpose by the Municipality of Loano;

**FISHING QUAY:** a quay located in the eastern area of the port basin and intended primarily for the mooring of units intended for professional fishing;

**BUNKERAGE PIER:** port structure located at the head of the breakwater pier and equipped with a system for distributing fuel to vessels and fuel depots;

**FINGER:** a structure perpendicularly attached to a pier or quay used as an alternative to the bow anchor chain for mooring vessels;

**PORT ENTRANCE:** entrance section to the protected stretch of water comprised between the end of the outer pier and the outer eastern pier;

**FOREBAY:** a stretch of water falling within the port of Loano, but outside the port basin; towards the shore, it is included between the outer pier and eastern pier, and towards the sea it is delimited by the junction between the green side light of the eastern pier indicating the entrance to the port and the green side light positioned at the end of the inner pier;

**FISHING VESSEL:** a vessel registered in the RNMG and licensed to engage in professional fishing;

**BERTH:** a portion of the water surface adjacent to the quay or a jetty intended for mooring a vessel;

**MOORING SYSTEMS:** devices enabling the mooring of vessels to quays and jetties (such as bollards, rings, mooring buoys, catenaries, cables and fingers);

## **ART. 05**

### **(launching and hauling operations)**

1. Launching and hauling operations may only be carried out, unless otherwise authorised by the local Maritime Authority, in the areas listed below in compliance with the relevant provisions in force:

- **port area dedicated to the execution of production activities of the a 'shipyard' related nature:**

Area regularly granted by a title legitimising the occupation of the maritime public property issued by the competent Public Administration, which clearly indicates the activity to be carried out, and to which the subject/company receiving such authorisation is entrusted with the discipline and safe of its execution, in compliance with all regulations aimed at the protection of the coastal marine environment, of launching and hauling operations from/to its yards. In particular, haulage and launching operations, outside the yard area, must be carried out, as a priority, during daytime hours and in favourable weather and sea conditions.

- **Fishing quay - by means of a jib crane:**

The jib crane installed at the fishermen's quay - granted by the maritime state concession

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described above – falls within the concessionaire company's sphere of responsibility, including in terms of extraordinary and ordinary maintenance. It is the duty of the concessionaire to take any useful action to safeguard public safety.

During the execution of hauling and launching manoeuvres, the following requirements must be complied with by whoever is responsible for operating the jib crane:

- a) operations, except in the case of emergencies which must be communicated to the Maritime Authority, must be carried out during daylight hours and in optimal weather conditions, especially with regard to wind intensity;
- b) no individuals or items, with the exception of the vehicle on which the hull or the hoisted/welded material will be placed, must be present within the safety radius in which the crane operates; the safety radius, 5 metres, must be drawn in yellow on the forecourt floor; the adjacent slipway must not be in use by third parties;
- c) the person responsible for operating the crane must check, before starting operations, that the crane is in good working order;
- d) the use of the adjacent slipway must be strictly prohibited during jib crane operations;
- e) during jib crane operations, signs must be placed and displayed in the vicinity of the crane manoeuvring area to warn those passing near the area of the danger;
- f) units with individuals on board may not be hoisted/sailed;
- g) The acoustic device and flashing light must be active while the crane is in use;
- h) throughout use of the jib crane, in addition to the person in charge of its operation, a dedicated person must be present to ensure that the area is kept clear. Alternatively, once the area has been checked and confirmed to be clear of people and/or items, said area must be cordoned off with barriers along the entire perimeter on the shore side;
- i) those authorised to use the jib crane must be designated by the Marina di Loano Company and must operate in accordance with a special safety plan drawn up by the company; a register of the authorised persons must be drawn up with the following data:
  - general details of the person responsible for operating the jib crane;
  - entity/company/organisation under which the operator operates;
  - indoctrination person of reference;
  - date of indoctrination.
  - date of acknowledgement of this measure;
  - signature of the operator;
  - signature of the person of reference responsible for said indoctrination.
- j) During the use of the jib crane, as signalled by acoustic/luminous devices, third parties must:
  - for vessels moving within the vicinity of the area, transit at a distance of more than 20 metres from the lifting equipment;
  - keep a distance from the crane's shore-side operating area.

In particular, hauling and launching operations must be carried out, as a priority, during daytime hours and in favourable weather and sea conditions.

#### ➤ **Hauling and launching slipway located on the shore quay:**

The haulage and launching slipway located on the shore quay falls within the port area of Loano and is therefore covered by the concessionary title as issued by the Municipality to the concessionaire; therefore, the latter assumes direct responsibility for the management of the

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slipway with the burden of performing ordinary and extraordinary maintenance.

The concessionaire of the port must provide a suitable system to prevent the danger of falling vehicles and must therefore install suitable separating systems that do not cause potentially dangerous interference between the ordinary port road and the slipway itself.

Therefore, when not in use and not manned by personnel designated by the concessionaire, access to and from the "slipway" shall be strictly prohibited. It is up to the concessionaire, or on its behalf the managing body, to choose the system deemed most suitable according to the regulations in force.

Mooring and anchoring in the vicinity of the basin and the slipway, as well as the water basin in front of it, is forbidden except for the time strictly necessary to carry out the hauling/launching operations.

Any stopovers of units adjacent to the relative water surface and the slipway, if authorised by the Loano Municipality or by the concessionaire, shall not jeopardise the safety of the manoeuvres of vehicles on shore.

Those using the slipway must immediately remove from the area any vehicles and equipment used for the operations (trolleys, pots, etc.) and, in the case of towage, the unit itself.

The use of the slipway is under the full responsibility of both the port concessionaire and the user, who is obliged to first verify the existence of all the necessary conditions for safe use, assessing with the utmost diligence any risk directly or indirectly connected with the operations in question concerning the slipway.

These prohibitions and prescriptions must be reported, in two languages, on appropriate signs to be affixed, by the concessionaire, in the immediate vicinity of the slipway in question. In addition, a sign - also in two languages - must be displayed informing users of the danger of falling into the sea.

In particular, hauling and launching operations must be carried out, as a priority, during daytime hours and in favourable weather and sea conditions.

## **ART.06** **(navigating in/from the port of Loano)**

1. For safety reasons, it is forbidden for units of any kind with a draught greater than 5 (five) metres to enter the port of Loano, as well as the mooring at anchor of any unit in the corridors leading into and out of the port. The concessionaire/manager is obliged both to constantly update the mapping of the state of the seabed, in relation to the sea level trend in real time, and to display it publicly and communicate it to the local Maritime Authority.
2. The arrival and departure of vessels in/from the port of Loano shall take place following the appropriate markings/signs as indicated in the nautical charts, published by the Hydrographic Institute of the Navy and shown in the pilot book.
3. Navigation in accordance with the aforementioned signals by any unit shall be carried out in compliance with the rules contained in the International Regulations for Preventing Collisions at Sea (COLREG '72).
4. The rules set out in these Regulations are applicable to all ships and floating vessels,

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including fishing vessels and recreational yachts/boats, which, for whatever purpose, sail or stop in the port of Loano.

5. In particular, given the conformation of the outer pier, incoming vessels arriving from the south and south-west quadrants must make their last approach before entry at a marked distance, not less than 300 metres, from the red light of the obstructions (**see Appendix 02**).
6. Any vessels equipped with sails only, housed within the harbour basin, must be accompanied during entry and exit manoeuvres by appropriate nautical means of the harbour concessionaire. They must navigate with the absolute minimum of protruding edges and avoid obstructing the navigation of other units.
7. Units with only sails, housed on the beach area in concession to the Sailing Club, located in the forebay, must:
  - report the start of entry/exit activities, on VHF channel 9, to the Maritime Authority;
  - if engaged in training, be accompanied during manoeuvres by suitable nautical means provided by the sailing club. They must navigate with the least protruding edges as possible and avoid obstructing the navigation of other units;
  - Before exiting the forebay and entering the entry-exit channel, leave the course clear for any incoming or outgoing vessel, regardless of propulsion systems.

#### **ART.07** **(reporting obligations)**

1. Any vessel that does not have a berth within the Loano harbour area must communicate its intentions to the concessionaire company and the local Maritime Authority before attempting to access the port.
2. Every unit equal to or greater than 24 metres in overall length shall, prior to each entry/exit from the port, communicate its intentions to the Maritime Authority and the port concessionaire. Every unit at less than 24 metres in overall length must in any case navigate within the port paying close attention to any movement of other units in the port.
3. Every vessel destined to enter the shipyard or depart from it, prior to each access/exit from the port, must communicate its intentions to the port concessionaire.
4. The harbour concession holder shall communicate the data relating to the vessels housed in the harbour and their movements to the Maritime Authority in accordance with the provisions of these Regulations and, in any case, peremptorily upon request.
5. Each individual ship's command takes care of the naval liaison with the Maritime Authority according to the relevant regulations applicable to the individual case. During exit and entry manoeuvres in port, all vessels equipped with VHF radio equipment shall keep listening on VHF channels 16 and 09.

#### **ART.08** **(reference to special provisions)**

The rules contained in these Regulations are integrated with those contained in other provisions in force in the port of Loano and relating to: the conferment of waste produced on board ships and

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the request to keep it on board; bunkering operations; the prevention of pollution by hydrocarbons, toxic and harmful products, solid and liquid waste from ships; launching and hauling operations; any operations using of heat sources on board ships and the overall management of the marina.

#### **ART.09 (derogations)**

1. In the presence of specific technical-operational circumstances, supported by investigations and/or accordingly documented, the Maritime Authority may, by special order, grant the possibility of derogations from the provisions contained in these Regulations.
2. In the presence of adverse weather conditions, danger or any particular emergencies, ship/unit captains may take any useful action necessary and indispensable for the safety of navigation and the safeguarding of human life at sea and the protection of the marine environment, by promptly informing the Maritime Authority (VHF Channel 16 - tel. 019-666131 - e-mail: [ucloanoalbenga@mit.gov.it](mailto:ucloanoalbenga@mit.gov.it) - P.E.C. [cp-loanoalbenga@pec.mit.gov.it](mailto:cp-loanoalbenga@pec.mit.gov.it))

#### **ART.10 (major events)**

1. Vessel/unit captains, port operators and any other person involved in port operations in general, must report via the contact details mentioned in art. 09, to the Loano-Albenga Maritime District Office, any significant event concerning navigation, manoeuvring and stopover of vessels as well as port facilities and, in any case, any situation that may jeopardise the regular performance of services or generate situations of danger.
2. If the ship/unit causes damage to the equipment and structures existing in the port area, in the roadstead or to other units, or suffers damages that force it to stop, users shall immediately inform the Maritime District Office of Loano-Albenga, according to the above-mentioned procedures, remaining at their disposal for all necessary investigations. To this end, the vessel must, depending on the circumstances, moor at the nearest suitable berth, according to the provisions issued by the Maritime Authority, or stop at anchor and await instructions.
3. In the event of damage caused to port structures, shipments pursuant to Article 181 of the Navigation Code "*Release of shipments*" will not be released by the Maritime Authority until the damage has been repaired or a security deposit has been made in favour of the port concessionaire company to guarantee the costs of repair.

#### **ART.11 (requirements for mooring safety)**

1. Except in cases of force majeure, it is forbidden to moor or drop anchor without prior authorisation/clearance from the Maritime Authority within the water surfaces of the port. Units are obliged to moor exclusively by means of the systems specifically provided at the quay.
2. Each port user is responsible for the suitability and safety of the mooring of their vessel, i.e. they shall take all useful action to prevent the occurrence of safety hazards with regards to

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their vessel and the entire port infrastructure. Port users are obliged to protect their vessels with a suitable number of fenders. The use of metal mooring cables is strictly forbidden.

3. All skippers/captains and/or owners of vessels moored within the port of Loano are required to guarantee their immediate availability for the purpose of carrying out, where necessary, emergency manoeuvres including when ordered to do so by the Maritime Authority; to this end, they are obliged to provide the port concessionaire with a telephone number as well as any change thereof, as well as their residence, in order to be promptly contacted in case of emergencies involving their unit or the port. Such information should be kept at the disposal of the Maritime Authority for any official purposes.
4. The Maritime Authority may, in any case, provide for the permanent presence of one or more individuals on board vessels berthed within the port, in relation to the type of quay occupied, the operational needs connected with the same, the weather conditions at the time and any contingent emergency situations.
5. In case of emergency, the Maritime Authority may in any case proceed by right, at its own expense, to carry out those manoeuvres that may be necessary to restore safety conditions.
6. Units in the port of Loano may be moored at floating docks or quays on the basis of the appropriate mooring plan adopted by the port concessionaire.
7. It is not permitted to tie up units alongside other units, including tenders (or "rafting up").
8. The Captain or Owner of units classified as "commercial" or of ships in general must ensure that the unit is manned and constantly guarantee the presence on board of trained personnel in sufficient numbers to deal with fire, anti-pollution actions and anti-fault emergencies. The port concessionaire must constantly possess the necessary information to promptly alert the personnel on board commercial units and vessels on a 24-hour basis. This information must be provided, upon request, to the Maritime Authority.
9. Before leaving the harbour, users must ensure that the mooring lines are in good condition and that the unit is conveniently moored, including in view of the weather conditions.
10. Should the concessionaire/harbour operator notice a unit in a state of disrepair or in danger of sinking or causing damage to surrounding units and equipment, it must promptly inform the local Maritime Authority and notify the user so that the safe state of the unit may be restored, or take the first useful actions aimed at averting and/or limiting any danger to public safety and security.
11. The mooring cables shall be self-sinking and must conform to the required classification, minimum diameter and in any case to the breaking load communicated by the harbour concessionaire for each class of mooring. The harbour concessionaire/manager may impose a specific minimum equipment for mooring cables and fenders, without prejudice to the user's sole responsibility for the safety of their own moored unit.
12. Under no circumstances shall the user be permitted to prevent neighbouring units from entering or leaving the berth with their own mooring system. It is forbidden to block the moorings of units with chains, padlocks or any other means of restraint, even when implemented as an anti-theft measure. Boarding gangways shall not constitute a danger or hindrance to passage on pontoons and quays and shall be suitably tied to the unit both in

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operation and at rest. It is forbidden to maintain boarding overhangs.

## ART.12

### (drafting and approval of the mooring plan and quay utilisation)

The concessionaire/manager is obliged to draw up the port's mooring plan in accordance with the dictates of the current sector regulations, taking due account of the Ministerial Order for the management of the marina as drawn up by the Municipality of Loano and described in further detail herein, and which must contain, with regards to the aspects falling within the competence of the Maritime Authority and without prejudice to any other prescriptions/indications of interest of other Administrations, the following information:

- a) counters/docks should be marked and identified according to a 'numerical' criterion;
- b) jetties attached to the quays should be marked according to an 'alphabetical' criterion;
- c) maximum dimensions (length, width, draught) of vessels for each berth or category of berths;
- d) indication of berths reserved for the transit of vessels;
- e) berths reserved for units belonging to the Maritime Authority and other FF.AA. and FF.OO (Italian Armed Forces and Law Enforcement respectively);
- f) berths allocated to professional fishing, taking care to identify a quay to be used for the purposes of that activity;
- g) berths to be allocated to working units (e.g. pontoons etc.);
- h) berths reserved for users with disabilities;
- i) berth(s) to be reserved for vessels in distress and requiring shelter in the event of adverse weather conditions or other reasons to safeguard human life at sea, safety of navigation and protection of public safety, for the time strictly necessary and compatible with the vessel's characteristics;
- j) Identification of several berths for the safe disembarkation of any injured individuals from the ship. Such a berth must allow for the safe and speedy disembarkation of injured individuals, with particular reference to the ratio between the height of the freeboard of the vessel and the height of the quay; this area must be close to a driveway area that can be reached by ambulances and/or other rescue means;
- k) maximum dimensions (length, width, draught) of vessels for each berth or category of berths.

The dimensions referred to in (c) above must be expressed according to the following strict criteria:

- **length:** linear measure of the longitudinal distance of the unit including any bowsprits, dolphins, overhangs, outboard motors, etc.
- **width:** linear measurement of the point of maximum transverse projection of the unit, including any protrusions or stabilising fins, etc;
- **draught:** linear measure of the free water column at the lowest low tide; it must exist for both at berth and in all the water areas necessary to reach the berth.

The "mooring plan" and any changes thereto shall be submitted to the mandatory and binding

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approval of the Maritime Authority, which shall express its opinion limited to its competence. Each berth must be occupied by units compatible with the dimensional parameters for which the berth is intended. The respect of the limitations to the use of each single berth is ensured by the concessionaire/port manager who, in this respect, is obliged to set up an appropriate surveillance system. In cases of emergency, the concessionaire, having consulted the Maritime Authority, may temporarily derogate from the above limits, providing for the adoption of any supplementary measures necessary to safeguard the full safety of the berths.

Where the port concessionaire is in the position of having to act in derogation of the approved moorings, it shall take due account of the technical-administrative documentation of the port structures, with particular reference to the static testing of the quays, bollards and mooring systems in general. Moreover, if the concessionaire intends to act in derogation of the mooring plan, providing for the entry of oversized vessels not contemplated in the current mooring plan, he shall have to institute at the local Maritime Authority a dedicated procedure aimed at obtaining the prior "clearance" to be issued, if necessary, also following a specially established commission of berths. In this regard, the application must be accompanied by the following documents:

- l) description of the unit's characteristics (tonnage, length, type, draught, propulsion systems, etc.);
- m) mooring service to be guaranteed;
- n) certification of the suitability of the berth in relation to both the technical characteristics of the unit and the static testing of the quay, bollards and mooring systems;
- o) suitable draught;
- p) specifics on mooring assistance.

### **ART.13** **(unit in transit)**

1. The concessionaire of the port of Loano (*a structure dedicated to recreational boating as per article 2, paragraph 1, letters a) and b) of Presidential Decree N. 509 of 2<sup>nd</sup> December 1997*), they must permanently reserve stretches of quay for recreational units, sail or motor, for docking in transit or landing in need of shelter, commensurate with the size of the units to be moored in terms of size, draught, residual agitation at mooring and equipment with similar performance to the other berths contained in the concession. Quayside areas are reserved for a maximum duration of 72 hours, renewable for a further period of the same duration in the event of damage to the unit, unless the stay beyond these terms is justified by reasons concerning safety at sea. Mooring for recreational crafts in transit or mooring shelter is free of charge for a period of not less than four hours per day as determined by the concessionaire in the time slot from 9 am to 7 pm and for no more than three moorings in any one month. The tariffs and times relating to the free use of berths when in transit in need of shelter shall be made public by the manager of the port or marina.
2. Without prejudice to the aforementioned provisions of art. 49 *nonies* of Legislative Decree N. 171 of 18<sup>th</sup> July 2005, units "in transit" - i.e. those without reserved berths in the port of Loano that intend to make temporary use of the quays for transit must, in advance, notify (when at the access point) by VHF or by telephone the District Office and request authorisation from

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the port concessionaire who, after assessing the technical characteristics of the unit, will identify the mooring site, noting this on a special register.

3. Pursuant to and for the purposes of the aforementioned regulatory reference, the concessionaire/manager must establish a register to be submitted to the Maritime Authority by 15<sup>th</sup> June and 15<sup>th</sup> September each year.

#### **ART.14** **(decommissioned units)**

1. In view of the absence on site and the ready deployment of technical-nautical services, at the docks in the port of Loano, it is forbidden for ships to dock.
2. Decommissioning may be permitted only in exceptional cases and in the presence of particular circumstances to be examined on a case-by-case basis following a documented request and under conditions imposed by the Maritime Authority after consulting the concessionaire.

#### **ART.15** **(prohibitions)**

1. For the purposes of general navigation safety and the integrity of port areas and the coastal marine environment, in addition to the prescriptions set out in the previous articles, in all port areas, including the entire sea area delimited by the circular perimeter of radius of 300 (three hundred) metres and centre the red side light, indicating the port's obstructions, **it is strictly forbidden**, unless otherwise authorised by the Loano-Albenga Maritime District Office, to do as follows:
  - a. fishing, anchoring, unauthorised mooring, sporting activities in general and parking of vessels in locations not intended for mooring;
  - b. bathing.
  - c. mooring in such a way as to obstruct or endanger the manoeuvres of other vessels or to impede the operability of the slipways and the quay reserved for bunkering;
  - d. to stop, during launching/hauling operations, within the radius of action of the hauling/launching crane located on the "fishermen's" quay; this prohibition applies to both persons and vehicles not engaged in the aforementioned operations;
  - e. stretching or washing fishing nets;
  - f. performing landing manoeuvres with aircrafts of any type;
  - g. performing overflight manoeuvres with aircrafts and seaplanes at low altitude, with the exception of aircrafts belonging to the FF.AA. and FF.OO (Italian Armed Forces and Law Enforcement);
  - h. performing drone overflights, subject to specific prior authorisation and communication to the concessionaire/port operator and the Maritime Authority;
  - i. lighting fires on quays, wharves, yards, port structures and in any case in the port area in general, without prejudice to the provisions of Article 80 of the Navigation Code, i.e. without prejudice to the port areas identified and authorised for this purpose for recreational purposes;

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- j. making use of sound and light signals that are not necessary or not expected for safety at sea;
- k. diving, for any purpose whatsoever, with the exception of scuba divers/surface-supplied divers enrolled in the appropriate professional registers for whom the regulations set out in Article 17 of these Regulations apply;
- l. carrying out noisy work or activities that may disturb the public peace or cause discomfort to other port users;
- m. cause smoke and noise emissions;
- n. obstructing, with on-board equipment (hoods, gangways, lifebuoys, etc.) or, in any case, with objects or materials of any kind (tables, chairs, etc.) the quays, piers, wharves and all areas not expressly designated for such a purpose, in the absence of specific authorisation;
- o. keeping radar systems in rotation and emitting frequencies;
- p. trailers, except in expressly authorised cases;
- q. accessing, parking and transit on the reef embankments throughout the port area;
- r. ramping up in port;
- s. sailing, surfing, windsurfing and kitesurfing. With the exception of small non-motorised units housed in the sailing club's public concession area, limited to the manoeuvres strictly necessary to leave the harbour;
- t. the use of all water pressure systems that can be used to perform acrobatics in the air (e.g. so-called flyboards);
- u. navigation on watercrafts usually used at bathing establishments to facilitate bathing activities (e.g. jole, sandolines, pedalos, etc.);
- v. water skiing and parasailing;
- w. carrying out work on units from which materials may be detached or otherwise lost in the sea;
- x. carrying out work with an open flame on units moored at quays or jetties, except in cases expressly authorised by the Maritime Authority;
- y. carrying out work involving the laying of overhead power lines for the use of equipment;
- z. leaving the electrical connection to the dock and the relevant on-board consumers on when the unit is unattended;
- aa. carrying out careening manoeuvres, due to the unavoidable dispersion of materials at sea, by any method (e.g. by means of a diver operator or by "heeling");
- bb. performing refuelling procedures by means of buckets or jerry cans; cc. using pumps, whether manual or electric, to suck fuel from tanks;
- dd. carrying out work on outboard engines that involve the removal of the lower unit;
- ee. maintaining engines in operation, both for propulsion or powering on-board services, beyond the technical times necessary for the execution of entry and exit manoeuvres, i.e. heating and periodic maintenance. During these operations, personnel qualified to drive the unit must be present on board;
- ff. the abandonment or dumping of any goods, objects or substances in spaces other than those designated for waste disposal;

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- gg. the storage of all types of material in port areas;
  - hh. the use of solvents or detergents when washing boats or furniture that are not compatible with environmental protection regulations;
2. The concessionaire/manager of the port must display the above-mentioned prohibitions on information signs - vertical and horizontal - in two languages and ensure the installation of an adequate number of such signs, as well as their maintenance and/or replacement when deemed necessary.
  3. The bans referred to in subparagraphs *a), b), k), p), s) and t)* above shall also apply within the circular perimeter of radius 300 metres and centre the green light located at the head of the outer pier, which is considered a safety zone for the port entry and exit routes, as well as at the port's mouth.

### **ART.16** **(obligations of the managing agent/concessionaire)**

1. Without prejudice to the obligations conferred by the state concession title and in agreement with them, the operator and concessionaire of the port must:
  - a) ensure the cleanliness and proper maintenance of the quays, jetties and port areas in general, including the water surfaces;
  - b) Manage fire and pollution prevention services in accordance with the provisions set out in the Loano Harbour fire-fighting monograph and the Regulations and Measures issued by the competent Authorities;
  - c) guarantee mooring services, to be provided upon request to users and, in any case, always readily deployable to deal with any emergency situations;
  - d) ensure water, electricity and sanitation services and their maintenance;
  - e) ensure adequate lighting of quays, piers, yards, port structures and in the port area in general, as to always guarantee the highest standards of safety;
  - f) ensure the functionality of maritime signals;
  - g) ensure the preparation and maintenance of appropriate road signs to inform users of all prohibitions/prescriptions as imposed by these Regulations, while also preparing and maintaining all relevant road signs in the form and manner prescribed by the current Highway Code, i.e. to maintain the road in a condition that guarantees safe traffic. All signs shall be multilingual;
  - h) ensure the electrical connection to the dock and relevant on-board utilities is live, if the unit is unmanned;
  - i) provide radio assistance to vessels intending to stopover at the port of Loano;
  - j) prepare an "emergency plan" containing indications of the human and material resources and procedures identified to promptly deal with emergency situations in the port in terms of firefighting, anti-pollution and anti-flooding. The emergency plan must be forwarded to the Loano-Albenga Maritime District Office, taking care to notify the latter of any changes;
  - k) ensure that personnel employed in the management of the port, in order to make themselves identifiable to third parties, are provided with an appropriate identification

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- 'badge' and uniform, recognisable clothing (e.g. garments bearing the name of the concessionaire/managing company of the port of Loano);
- l) see to the preparation of multilingual information leaflets to be handed out to the captains/skippers of units stationed in the port, in order to promote awareness of these same Regulations as well as of all Ministerial Orders deemed relevant in force in the port of Loano;
  - m) inform the Maritime Authority of the possible presence of units in a state of abandonment and/or in any case potentially liable to cause, even if not constituting waste, danger to public safety in general, or danger to the safety of navigation, human life at sea and the coastal marine environment in the port area, providing the necessary assistance for their possible removal;
  - n) register in detail and maintain historical archives of all units present in port. Information to be registered and stored includes: name, type, flag, registration number and port, IMO number (if any), dimensions, assigned berth number, name and telephone number of the owner or his representative; in the case of commercial vessels and ships, the harbour operator/concessionaire must record the date and time of each movement of any unit. The aforementioned information shall be made accessible at all times to the Maritime Authority and to any other Authority of the State that should require such knowledge in order to safeguard the interests of the State's coastline;
  - o) verify the existence of insurance coverage for all units moored in the port;
  - p) separate into dedicated areas without other units in their proximity, any units in a state of abandonment and without insurance coverage, with the obligation to implement any useful actions aimed at preventing safety risks in general as well as preventing any form of pollution both at sea/of the coastline and throughout the port areas;
  - q) arming and equipping an adequate number of motor units suitable for carrying out management activities in the port. The units must be recognisable by means of a logo bearing the name of the managing company and/or concessionaire of the port; each unit intended for the aforementioned purposes, in addition to the equipment provided for by law, must be equipped with a VHF (also portable); the personnel on board must each wear an individual life jacket;
  - r) ensure without interruption, in relation to the situation, type of units moored in the port, the expected movements and weather conditions forecasted and ongoing, the existence of an adequate custody and mooring assistance service. The Maritime Authority reserves the right to request the increase of the aforesaid provision upon the occurrence of certain conditions, to be assessed on a case-by-case basis, depending on the specifics of each situation as it arises.

## **Article 17**

### **(interventions allowed for units at berth in port areas)**

1. In the port of Loano, interventions are allowed to be carried on units at berth if considered to be of "minor impact", i.e. that do not entail any dispersion of materials into the surrounding environment and that do not affect navigation safety in port areas, or that do not cause

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damage/hazards to the coastal marine environment.

➤ **Any intervention that does the following cannot be considered of minor impact:**

- makes changes to the hull internally and externally;
  - involves sanding, painting, polishing;
  - involves making abrasions or notches, by means of electro-mechanical devices, to all external parts of the unit, due to the consequent dispersion of materials in the sea;
  - makes modifications to the engine apparatus (both for propulsion and power generation);
  - makes changes to the steering apparatus (rudder, manoeuvring propellers, etc.);
  - makes modifications to the equipment that facilitates the maintenance of variable trim during navigation (stabiliser fins, flaps, etc.);
  - employs noisy equipment or produces noise likely to disturb neighbouring units;
  - involves any equipment dedicated to the inlet/outlet of seawater through the hull;
  - makes changes to the electrical system, except where it is possible to reactivate the general power supply to the unit at the end of each working day or portion of the intervention; it must always be possible to activate the engine and use the propulsion and steering components;
  - affect the safety of the unit;
  - involves the inability of the unit to move autonomously;
  - causes inconvenience to adjacent units.
2. Any permitted work that does not constitute any of the above cases must be carried out in areas of the unit that are free from flammable or combustible materials (oily residues, waste, greasy materials, combustible structural elements, solvents, paints, petroleum products, etc.) of any nature and/or their containers and, among other things, must not be carried out in closed rooms or in areas adjacent to rooms, deposits, creeks and warehouses that contain or have contained flammable or combustible materials.) of any nature and/or their containers and, among other things, must **not** be carried out in closed rooms or in areas adjacent to rooms, depots, creeks and warehouses, which contain or have contained flammable or combustible materials, oily residues, waste, greasy materials, combustible structural elements, solvents, paints, petroleum products, etc. of any nature and/or their containers, unless degassed as per the appropriate certification.
3. Any ordinary work that requires the use of duly registered scuba divers/surface-supplied divers must follow the following administrative procedure:

➤ **SCUBA DIVERS:**

**Communications:**

4. Divers, duly registered, who intend to dive in the port for ordinary maintenance work, must submit a written notice (on paper, by fax, certified or ordinary email) to the Loano-Albenga Maritime District Office and to the port concessionaire at least 24 hours before the dive, during the days and hours when the offices are open. If the 24 hours do not coincide with an office opening day, the given notice shall be extended to the first opening day.
5. Should it be deemed necessary to carry out dives that do not allow, for reasons of force majeure, compliance with this notice, prompt notification shall be given via VHF or telephone to the Loano-Albenga Maritime District Office Operations Room and to the concessionaire. In the

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absence of prior notice, it is forbidden to dive in the port area. This communication must contain:

- a) Type of intervention to be carried out;
- b) Place, date and duration of the work;
- c) the names of the certified technical divers and documentation indicating for each of them the relative registration number in the local divers' register, or enclosing the authorisation to operate as a diver issued by the diver's registration office and enclosing a copy of the relevant reconnaissance booklets;
- d) copy of the insurance certificate referred to in the following requirements.

**It should be noted that extraordinary maintenance work is exempt from the simplified communication procedures above and must be specifically authorised on each and every occasion by the Loano-Albenga Maritime District Office.**

### **Provisions:**

For the sole purposes of maritime law enforcement, navigation safety and safeguarding human life at sea, divers intending to carry out routine underwater maintenance work in the port of Loano must comply with the following requirements:

- a) Diving operators in the performance of their activities must comply with all applicable labour safety regulations, and in particular, pursuant to and for the purposes of D. Lgs. N. 81/2008 concerning the protection of workers; the employer assesses the use of safety equipment in accordance with current legislation, according to the risk assessment he will carry out prior to each diving operation;
- b) Engaged in such work must be a company legally constituted for that specific activity or, if foreign, internationally recognised;
- c) Technical diving personnel must be duly registered in the registers kept by the Harbour Offices pursuant to and for the purposes of DD.MM. 13/01/1979, 31/03/1981 e 0202/1982;
- d) authorised divers must be in good standing with the medical examinations required for scuba divers and surface-supplied divers;
- e) At the diving site, a support unit equipped for navigation and underwater work whose qualification for the purpose is evident from its certificates must be present; the support unit must be equipped not only with the quantity of breathing mixture required for the diving operation, but also with a minimum quantity of reserve mixture to ensure concomitant and collateral emergency action;
- f) Ensure that the diving personnel always work under the direction of an experienced person in charge, who must authorise and supervise all dives not only for the purpose of work safety but also for the purpose of navigational safety. The aforementioned personnel must always have a second diver operator at their disposal, who must be equipped to be ready to intervene in the event of an emergency. The operations will be carried out with no less than two people: a diver operator and a diver on standby conducting the vehicle;
- g) Cover diving personnel with an appropriate insurance policy for accidents and damages to third parties that may arise from the execution of the work itself;
- h) Only use diving vessels, equipment and apparatus that comply with the technical requirements laid down in the relevant laws and regulations and submit them to inspections and tests by the Technical Board for the issuance of the relevant certificates;
- i) If there are no specific provisions for certain individual or collective equipment, it must have

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- been tested and inspected in advance before being used and must possess a test certificate from the manufacturer or proof of conformity with the tested prototype;
- j) Ensure that diving operators are always connected by means of effective and proven communication systems with surface operators to communicate any needs, including the use of suitable helmets that allow simultaneous breathing and connection;
  - k) Keep the signs prescribed by the 'International Regulations for Preventing Collisions at Sea' in the case of scuba diving raised and visible on the support unit;
  - l) the Maritime Authority may suspend the diving activity at its sole discretion and without any liability whatsoever;
  - m) The start and end of such work must be communicated to the Operations Room of this Maritime District Office and to the Managing Authority via the VHF channel CH9;
  - n) VHF channels 16 (emergency) and 9 (working channel) must be listened to continuously, and this must be ensured by designated personnel;
  - o) Diving in the waters under concession and/or adjacent to commercial docks must be authorised by the individual water concessionaires;
  - p) If the service is carried out with the aid of boats, the companies involved must ensure the presence of personnel with appropriate professional qualifications who are able to steer the units;
  - q) All diving must be performed with personal protective equipment against the cold appropriate to the environmental conditions;
  - r) Diving operations conducted at night are prohibited, except in cases of necessity and/or urgency, which will be assessed by the Loano Albenga Maritime District Office.
  - s) Extraordinary maintenance work must be authorised by the Loano-Albenga Maritime District Office with a specific provision to be issued following a dedicated preliminary investigation phase.

## **ART.18**

### **(fire regulations and safety measures in ports)**

1. Without prejudice to the provisions contained both in the "monograph for fire-fighting services in the port of Loano" and in the Ministerial Order governing the activities of bunkering and refuelling of the fuel deposits served by the refuelling plant present in the port, or those contained in any general provisions and guidelines issued by the granting municipal authority, the Captain/skipper/owner of units moored in general in the port must:
  - a. not start engines (for inboard units) until the engine compartment has been ventilated;
  - b. operate the electrical connection to the dock and the relevant on-board utilities in complete safety, isolating those that are not indispensable and recharging the batteries when the unit is manned or otherwise controlled;
  - c. Before disembarking from the unit, check that all fuel taps and valves are properly closed and that there are no open flames, gas cookers or other possible ignition sources on board;
  - d. not transfer fuels and/or bunkers by means of their own apparatus, arrangements or equipment;
  - e. in the event of a fire or the start of a fire on board, quickly alert the concessionaire/manager, the Single European Emergency Number "112" for the Fire Department and the Maritime Authority for the adoption of measures/interventions aimed at coping with the emergency by proceeding to secure any people on board and

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- implementing the necessary measures to contain/extinguish the fire with the means provided with the vessel while waiting for the arrival of the rescue services, giving absolute priority to safeguarding one's own and others' physical safety;
- f. not leave the electrical connection to the dock live along with the related on-board utilities if the unit is unattended.
2. In order to guarantee prompt intervention in case of fire, it is forbidden to deposit goods, vehicles, equipment of any kind in a position that prevents or in any case obstructs prompt access to the port's fire-fighting facilities, as indicated by specific signs to be affixed by the concessionaire/manager. The owner/manager of such goods shall promptly remove them upon order, including verbal, of the Maritime Authority.
  3. The concessionaire/operator is obliged, as established in the concession title, to equip the port with fire-fighting equipment, both fixed and mobile, in an appropriate quantity and according to the appropriate technical specifications provided for by the regulations in force. Such equipment shall be properly maintained in the most efficient manner at all times.
  4. If expressly provided for by the granting municipal authority, pursuant to Article 5 of Law 690/1940, the concessionaire/manager is obliged to organise its own fire prevention and extinguishing service and to comply with any general guidelines issued by the same authority.
  5. Pursuant to the provisions of the applicable health and safety at work regulations, the concessionaire/operator must draw up, in accordance with the forms provided for, an 'Emergency Management Plan' that also covers the procedures to be adopted in the event of a fire or the start of a fire within the entire port, including vessels.
  6. Within the scope of such planning, the possibility of identifying an "emergency quay" within the port, suitable in terms of location and equipment to host vessels broken down or with fires on board, must be assessed in order to optimise intervention operations in terms of safety and effectiveness. A copy of this plan shall be delivered to the Maritime Authority.
  7. In the event of a fire or the start of a fire occurring within the entire port area, the Managing Authority is required to inform the local Maritime Authority, adopting without delay the procedures set out in the above Emergency Plan.

## **ART.19**

### **(local anti-pollution plan)**

1. The concessionaire/operator must have an anti-pollution plan drawn up by a qualified professional, based on an accurate risk study, and guarantee the constant suitability of the equipment it uses.
2. A copy of the Pollution Control Plan must be delivered to the local Maritime Authority.
3. The plan must necessarily guarantee an emergency response system in the event of pollution in port waters. The concessionaire/manager must necessarily hold, among the various equipment provided for, a suitable amount of:
  - sufficient deep-sea floats to close the harbour mouth;
  - floating benches suitable for enclosing the largest unit housed within the port;
  - absorptive bunting;
  - absorbent sheets;

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- dispersant/abatement products, duly approved by the Italian Ministry of the Environment and Protection of Land and Sea, to be used only after formal authorisation by the competent office of said Ministry.
4. Such equipment must be kept in a suitable place for immediate use in case of need and its size and location must be communicated to the Maritime Authority.

## **ART.20**

### **(collection and management plan for ship-generated waste and cargo residues)**

The port waste collection/conveyance and management system is integrated into the municipal's own waste collection system and is guaranteed by the port's concessionaire. In this regard, for more detailed information, please refer to Ministerial Order N. 55 issued on 13<sup>th</sup> June 2022 by the Loano-Albenga Maritime District Office.

## **ART.21**

### **(filming and photo shoots within the port area)**

1. Whoever intends to carry out filming/television or photographic shoots within the port area of Loano, in addition to obtaining any further authorisations/clearances required by the regulations in force, must apply to the Loano Maritime District Office for prior authorisation.
2. The application in question must be accompanied by an opinion issued by the concessionaire/operator of the port.
3. The application must be submitted at least 5 (five) days prior to the date in which the filming or photographic shoots are to be carried out. In the relative application, in addition to the full details of the operators involved, the following must also be stated:
  - a. period and duration;
  - b. locations concerned;
  - c. motive and purpose of the filming/television or photo shoot to be carried out;
  - d. details of the municipal authorisation.

## **Chapter 2**

### **(Rules concerning the navigation, mooring and berthing of recreational units)**

## **ART.22**

### **(conduct of navigation in the vicinity of the port)**

1. Navigation out of port shall be conducted in the manner prescribed by the International Regulations for Preventing Collisions at Sea (COLREG '72), taking into account, however, the requirements for landing in port and the possible presence of stationary vessels.
2. Vessels must pay the utmost attention to units engaged in fishing activities as well as to any fishing gear placed at sea and properly marked.
3. Incoming units coming from the south and south-west quadrants must make their last approach before entry at a marked distance, no less than 300 metres, from the red light of the obstructions.

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4. Any units using sails only, housed within the harbour waters, must be accompanied during entry and exit manoeuvres by appropriate nautical means as provided by the port concessionaire. They must navigate with the least protruding edges as possible and avoid obstructing the navigation of other units.
5. All vessels are obliged to comply with the applicable regulations on maritime navigation, to take the utmost care not to obstruct the area reserved for accessing the port in any way, and to ensure they listen on the VHF CHANNEL 16 constantly so that they may be contacted immediately in case of need.

**ART.23**  
**(access channel)**

1. Along the access channel, it is generally prohibited, with the exception of entry/exit manoeuvres and rescue and police vessels, to stop, anchor, fish, dive, bathe, or perform any other activity that may hinder, and be dangerous to, other navigating units, human life at sea and/or the marine environment.
2. At the mouth, near the entrance lights, up to a distance of 0.5 miles, overtaking manoeuvres are strictly forbidden.

**ART.24**  
**(obligations while at sea and while in port)**

1. When navigating in the landing channel and port area, recreational craft must:
  - a. along the landing channel, keep starboard without obstructing the manoeuvres of other units/boats;
  - b. proceed at a speed that does not create difficulties for other moored units and, in any case, at the minimum speed that allows good steering of the unit itself (maximum 3 knots);
  - c. maintain the course avoiding unnecessary evolutions and without hindering the movement of ships entering/exiting the port;
  - d. when entering/exiting the corridors of the port, they must proceed at the lowest possible speed, paying close attention to moving units by signalling, even in foggy weather, their presence with the use of regulation acoustic signals.
2. While in port, recreational craft must:
  - a. Moor so as not to obstruct the passage or manoeuvring of other units;
  - b. Mooring must be carried out with suitable cables (rubber bands not made of metal material and in sufficient number) and an adequate number of wings in order to avoid accidents;
  - c. Promptly carry out any movements along the quay that may be necessary to allow the mooring of other vessels in transit on the simple verbal disposition of the personnel of the Loano-Albenga Maritime District Office.

**CHAPTER 3**  
**(Rules concerning the Navigation, Mooring and Berthing of Commercial and Non-Commercial Units) or *Commercial and Pleasure Yachts***

**ART.25**

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### **(conduct of navigation in the vicinity of the port)**

1. Navigation out of port shall be conducted in the manner prescribed by the International Regulations for Preventing Collisions at Sea (COLREG '72), taking into account, however, the requirements for landing in port and the possible presence of vessels waiting to be given a berth by the port concession company.
2. Vessels must pay the utmost attention to units engaged in fishing activities as well as to any fishing gear placed at sea and properly marked.
3. All vessels are obliged to comply with the applicable regulations on maritime navigation, to take the utmost care not to obstruct the sea area reserved for landing in the port in any way, and to ensure continuous VHF radio listening (CHANNEL 16) so that they can be contacted immediately in case of need.
4. Vessels that are not self-propelled or, in any case, with inefficient engine apparatus, must have the continuous assistance of at least one tugboat of adequate power. When deciding ~~where~~ to stop, vessels engaged in fishing activities and not to cause damage to any fishing gear that may be placed in the sea and regularly signalled. During the summer season, vessels must avoid any operation that could hinder the tourist-swimming activity.

### **ART.26**

#### **(landing channel)**

1. Vessels entering and leaving port must navigate within the area referred to in Article 6.
2. Along the landing channel it is normally forbidden, apart from entry/exit manoeuvres ~~and~~ the exception of rescue and police vessels, to stop, anchor, fish, dive or swim and any activity that hinders and creates a danger to the safety of navigation, human life at sea and the protection of the marine environment.
3. At the mouth, and in the vicinity of the entrance lights up to a distance of 0.5 miles, overtaking is prohibited.

### **ART.27**

#### **(navigation and movement)**

1. Vessels may navigate in the landing channel and in the port to reach, leave or change berth only following authorisation from the Maritime Authority, issued in accordance with the procedures set out in Article 28 below, specifying the time of the authorised movement.
2. The actual time of entry (at the beam of the harbour entrance lights) and unmooring, even for berth change, must be communicated by VHF (CHANNEL 9) by the Master of the vessel or by the harbour concession company responsible for identifying the berth in accordance with the mooring plan.
3. Authorisation to sail may be revoked at any time by the Maritime Authority, also by radio, when exceptional circumstances of public interest arise.

### **ART.28**

#### **(authorisation to navigate in port - berthing)**

1. Without prejudice to the effective arrival and departure procedures as per articles 179 and 181

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of the Navigation Code through the production of the relevant International Maritime Organization (IMO) FAL Forms and Certificates, in order to obtain authorisation to navigate/stay in port, the ship's captain or shipowner or ship's agent must present to the Loano-Albenga Maritime District Office, at the same time as the *Ship Pre-Arrival Security Information Form*, the Ship's waste notification form, a written notification and copy of said notification (notification of arrival) within 24 hours before the day of the intended docking.

2. Similarly, at the time of departure, written notification must be submitted along with a copy (notification of departure) with any relevant requests attached (request for authorisation to keep waste on board and the relevant notification form, etc.).
3. If the unit is no longer scheduled to call at the port of Loano or is scheduled to arrive with a delay of more than 1 hour, the captain, shipowner or shipping agent shall immediately report said cancellation or delay to the same Bodies to which the arrival was first communicated.
4. Notifications of arrival/departure are normally received from 8:00 am to 12:00 pm.

## **ART.29**

### **(obligations while at sea and while in port)**

1. When navigating in the landing channel and port area, units in question must act as follows:
  - a. proceed at a speed that does not disturb other moored units and, in any case, at the lowest speed that allows for the effective steering of the unit itself (maximum speed 3 knots); when in the immediate vicinity of other vessels, reduce speed by keeping the thrusters at the lowest speed compatible with effective steering;
  - b. keep anchors at the ready and drop as needed;
  - c. Similarly, when approaching docks, speed should be reduced to the minimum possible by keeping the thrusters at the lowest possible speed or, if possible, by proceeding with only the buoyancy compatible with good steering;
  - d. Carry out manoeuvres only in safe weather conditions;
  - e. if needed, call the attention of fishing vessels and recreational yachting unit with four short whistles;
  - f. signal their presence in conditions of fog by means of the predetermined acoustic signals;
  - g. Maintain continuous radio contact on VHF Channel 16.
2. While in port, recreational units must act as follows:
  - a. Moor so as not to obstruct the transit, manoeuvring and catch drop-off operations of fishing boats;
  - b. Mooring should be carried out with suitable cables (elastic and not made of metallic materials and in sufficient number) so as not to create hazards, provided with an adequate number of fenders in order to avoid accidents, and the tension of the cables should be monitored at all times;
  - c. Hang the stern-bow tow cables for possible emergency manoeuvres;
  - d. maintain the ship's man-overboard and fire-fighting equipment in perfect working order, keep the ship's general plan of action and fire-fighting plan ready for reference at all times;

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- e. pay attention to ships required to transit or manoeuvre in the vicinity;
- f. keep anchors in a position where they do not create a hazard or damage;
- g. Keep listening on VHF channels 16 and 9 as to receive any distress or emergency signals issued by the Maritime Authority;
- h. promptly carry out any manoeuvres along the quay that may be necessary to allow the mooring of other vessels in transit following even just the verbal notification by staff of the Loano-Albenga Maritime District Office;
- i. set up suitable mobile barriers in the port area in the case of passenger transport, even with accompanying vehicles, in order to prevent them from falling into the sea during embarkation/disembarkation operations;
- j. keep boats, ladders, flagpoles, loading spikes, cranes or other equipment so that they do not protrude over the edge on the outer side of the quay;
- k. Activate additional light sources on the quay side and especially in the gangway area when moored to quays not equipped with lighting systems;
- l. keep radar/AIS equipment switched off;
- m. Ensure the prompt availability of the captain and the minimum crew members able to guarantee the execution of manoeuvres, when based in the port of Loano. The Maritime Authority may, however, request the presence on board of crew members in relation to the type of quay occupied and said quay's potential operational needs.

### **ART.30**

#### **(minimum presence of crew members on berthed vessels)**

1. In the absence on site, and of the prompt deployment, of relevant technical-nautical services, on board vessels stationed within the port of Loano, with the exception of those decommissioned, the Captain or owner must ensure that the vessel is manned and constantly guarantee the presence on board of trained personnel in sufficient numbers to deal with fire, anti-pollution and anti-flooding emergencies.
2. In any case, the unit must be ready to move at all times, and the on-board equipment and services for fire reporting and extinguishing must be maintained in acceptable working order.
3. On units that are required to have a fire brigade even when there are no passengers, at least one third of the team members must always be on board ready to intervene in any eventuality.
4. For floating vessels, there must be at least two people in charge capable of carrying out all operations that may be necessary for the safety of navigation and of the port in general.
5. In the presence of particular circumstances, derogations from the provisions of this article may be authorised, on a case-by-case basis and upon reasoned request to the Maritime Authority.

### **ART.31**

#### **(Decommissioned ships)**

1. In view of the absence on site, and of the prompt deployment, of relevant technical-nautical services, the quays of the port of Loano are forbidden for decommissioned units.

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2. Decommissioning may only be permitted in exceptional cases and in the presence of exceptional circumstances to be examined on a case-by-case basis following a documented request and under the conditions to be imposed by the Maritime Authority after consulting the port concession holder.

#### **ART.32**

##### **(work on board ships within the port)**

1. No maintenance work is allowed on board ships when moored at operational docks, except for minor interventions, if authorised (e.g. use of heat sources, etc.), that do not limit, even temporarily, the efficiency of the ship's safety services and that are compatible with the minimum safety profiles that the ship must always guarantee. Off-board painting is in any case forbidden.
2. Any derogations will only be considered in the event of proven necessity and without prejudice to the application of the shipbuilding regulations in force.

#### **CHAPTER 4**

##### **(Rules concerning the navigation, mooring and berthing of fishing boats)**

#### **ART.33**

##### **(navigation and berthing)**

1. Without prejudice to everything provided for in the general rules of these Regulations, motor vessels navigating in the landing corridor and in the port to reach and leave their designated moorings shall follow the shortest route.
2. As a rule, the berths intended for fishing units based in the port of Loano are those located at the fishermen's quay as shown in the attached plan.
3. Other fishing vessels (not berthed in Loano) may moor at the "fishermen's quay" only if they do not obstruct basic motor vessels. In the case of requirements concerning the safety of navigation, the safeguard of human life at sea and the protection of the marine environment (e.g. unfavourable conditions, extraordinary events, etc.), motor fishing boats not based in the port of Loano may request the concessionaire to assign a berth even in a quay other than the one indicated above. The concessionaire will proceed with the possible assignment of the berth after checking the safety conditions and after consulting the Maritime Authority.

#### **ART.34**

##### **(obligations while at sea and while in port)**

1. When navigating the landing channel and in the port area, fishing boats must act as follows:
  - a) Throughout the landing channel, keep starboard without obstructing the manoeuvres of other units;
  - b) proceed at a speed that does not cause difficulties for other moored units and, in any case, at a speed not exceeding 3 (three) knots;
  - c) in the immediate vicinity of other ships or docks, reduce speed by keeping the thrusters at

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the lowest speed compatible with steering effectively;

- d) maintain course avoiding unnecessary evolutions and without hindering the movement of other units entering/exiting the port;
- e) when entering/exiting the “corridors” of the port, proceed at the lowest possible speed, paying close attention to moving units by signalling, including in foggy weather, their presence with the use of regulation-permitted acoustic signals;
- f) when leaving the port corridors, they must pay close attention to departing units;
- g) listen constantly on VHF Channel 16 and 9 in order to contact and/or be contacted by any moving ships/units.

**2. While parked in the port area, fishing boats must act as follows:**

- a) Moor so as not to obstruct the transit, manoeuvring and catch drop-off operations of other fishing boats;
- b) Mooring should be carried out with suitable cables (elastic and not made of metallic materials and in sufficient number) so as not to create hazards, provided with an adequate number of fenders in order to avoid accidents;
- c) promptly carry out any manoeuvres along the quay that may be necessary to allow the mooring of other vessels in transit following even just the verbal notification by staff of the Loano-Albenga Maritime District Office;
- d) Ensure the prompt availability of the captain and the minimum crew members able to guarantee the execution of manoeuvres, when based in the port of Loano. The Maritime Authority may, however, request the presence on board of crew members in relation to the type of quay occupied and said quay's potential operational needs.

**ART.35**  
**(prohibitions)**

**1. It is strictly forbidden for fishing units to:**

- a. Stop, anchor and fish in the harbour's landing channel;
- b. Moor, with the exception of those carrying out bunkering operations, on the stretch of quay where the fuel station and coastal depots are located;
- c. Leave fishing equipment along the quays that may obstruct the mooring of other vessels as well as to traffic in general or damage port structures (e.g. bollards, etc.);
- d. Carry out hauling and launching operations by crane without prior authorisation issued in accordance with this Ministerial Order;
- e. Abandon and/or throw into the sea waste of any kind (solid waste, nets, cables, oil cans, oil filters, polystyrene boxes, etc.).

**ART.36**  
**(decommissioned fishing boats)**

- 1. The decommissioning of motorised fishing vessels may only be authorised following the submission of a special application, which must indicate the mooring point, the intended**

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period of decommissioning, and the personal details, address and telephone number of the personnel responsible for the unit.

2. During decommissioning, the person in charge of the vessel must comply with the rules governing the relative custodial service.
3. This is without prejudice to the Maritime Authority's right not to authorise decommissioning in certain quay sections necessary for the performance of operations relating to port services, in general, or any other port activities.

### **ART.37**

#### **(work on board fishing boats)**

1. On board fishing boats moored along the operating quays, only ordinary maintenance work is allowed, which in any case must not limit the efficiency of the unit's safety services and do not conflict with port safety. In this regard, see art. 17 above.
2. For the disembarkation of engines, authorisation must be obtained from the Maritime Authority in relation to vehicles and companies operating within the port.

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