



EXTRACT FROM ORDINANCE n. 17/2017

Port security regulations of Loano

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Article 1 (purpose and definitions)

The provisions of this Regulation shall apply to the port of Loano, currently in concession to "Marina di Loano S.p.A." with registered office in Milan, Via Senigallia 18/2 and headquarters in Loano (SV), wharf side.

For the sole competence of the maritime Authority, these rules discipline the use for technical/nautical purposes of the port area subject to verification by the supervisory and testing

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established ex art. 8, paragraph 2, P.r. decree 509/97 for State-owned maritime aspects, as highlighted in the plan (annex 1), to be considered as integral part of the present Regulation.

Derogations from the rules of this Regulation may be authorised by the maritime authority for justified needs and with specific requirements, once acknowledged any opinion considered necessary to the purpose.

For the purposes of this Regulation the following definitions shall be adopted, graphically shown in the attached port diagram:

- a) **PORTO DI LOANO:** State-owned maritime area subject to maritime concession Not. Reg. No. 3816 dated 12.29.2006 of the Municipality of Loano, currently issued in the “Marina di Loano SpA”;
- b) **MANAGING SUBJECT:** legal entity that takes over the management of the port and related charges and receives revenues; the *managing subject* may coincide with the dealer or may be a person/enterprise delegated by it;
- c) **DEALER:** entity authorized to occupy the state-owned space where stands the port;
- d) **QUAY:** construction within the port, which is used - along with piers- to receive long side and mooring berths of yachts and naval units;
- e) **PIER:** floating construction within the port, used -along with the quay- to receive long side and mooring berths of yachts and naval units;
- f) **OUTER PIER (OR BREAKWATER QUAY):** permanent structure of the port that delimits at SW the port basin. It is composed by an external ballast and by the above walk known as “Francheville dock”, where in its inner part there are the moorings called “Quay G”, and on the top of it there’s the red lateral light indicating the *entrance of the port*;
- g) **INNER PIER:** port fixed structure that separates the port basin from the outer harbour, consisting of a platform and a quay. At its end there is the bunkering pier, where at the end of it there is a green side light; In the central part of the inner pier - and at right angles to it- there are the piers constituting the new “SUPER-YACHT AREA”;
- h) **EAST OUTER PIER:** fixed structure that borders on the North-East the Loano Harbour, made of a partially-submerged ballast interspersed with reinforced concrete pylons. At its beginning there is the side green light signalling the port entrance;
- i) **CENTRAL PIER:** fixed structure that divides the port basin into two areas;
- j) **GRANDI NAVI PIER:** fixed structures located at the end and at the right angles of the central pier, mainly used to moor pleasure or commercial yachts;
- k) **WHARFSIDE QUAY:** quay within the port basin that corresponds with the coast line included between the slipway and the main parking lot;
- l) **SHIPYARD:** Area of the port of Loano for shipbuilding activities and managed pro tempore

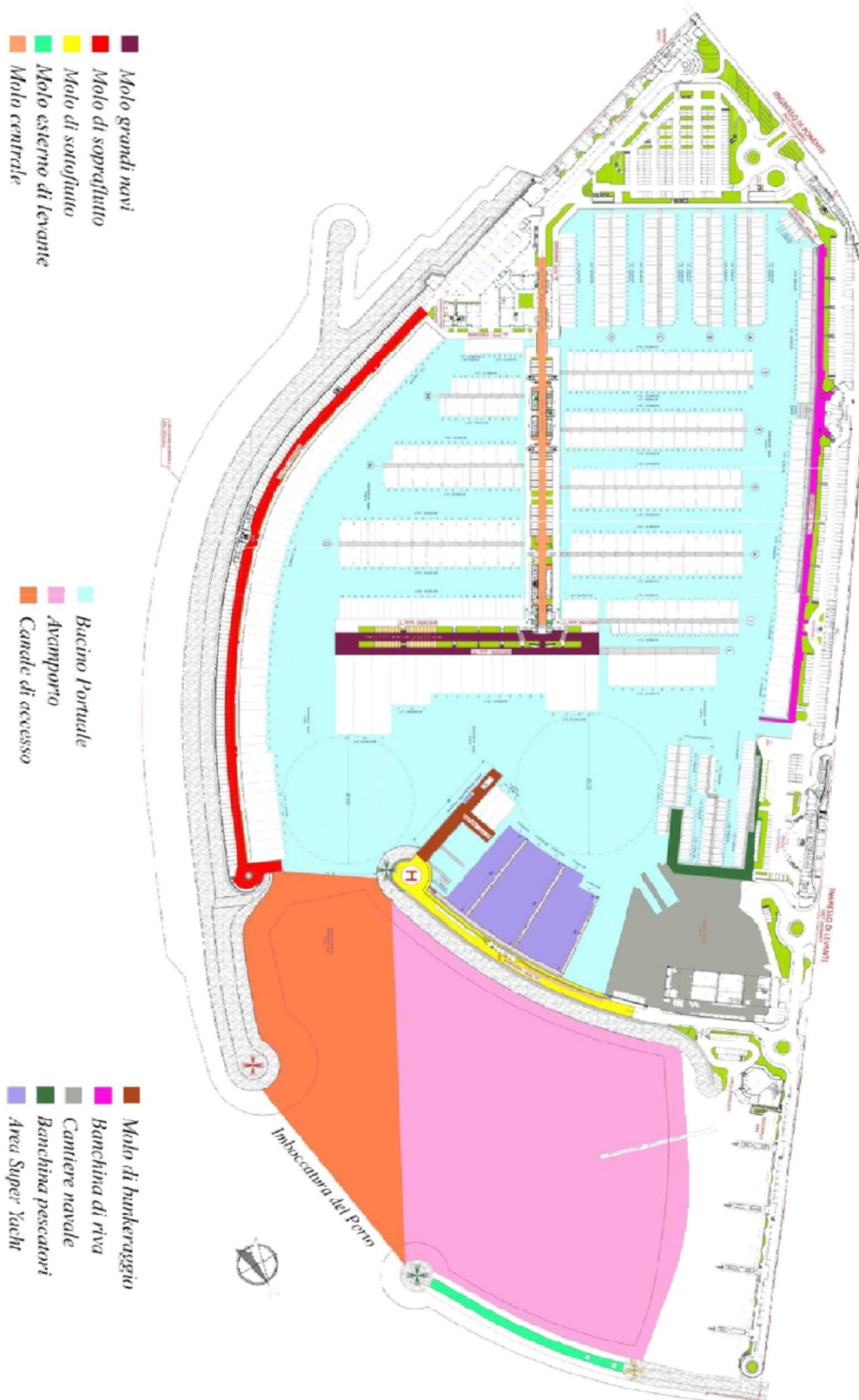
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by the “Amico Loano Srl” enterprise;

- m) **FISHERMEN QUAY:** quay located in the east area of the port basin and mainly used to moor boat units used for fishing purposes;
- n) **BUNKERING PIER:** port structure located at the head of the inner pier, equipped with a plant for fuels distribution to naval units;
- o) **PORT BASIN:** Loano harbour area intended for mooring of ships, between the inner pier and the outer pier, excluding the terminal part consisting of the ballast without the quay;
- p) **PORT ENTRANCE:** entrance area that's included in the water zone included between the breakwater quay ending and the outer east pier;
- q) **OUTER PORT:** water portion within the harbour of Loano, that's however outside the port basin. Towards the quay, this portion is delimited by the inner pier and the outer east pier; towards the sea, it is delimited by the junction between the green side light indicating the entrance of the port, and the green side light located at the end of the inner pier;
- r) **ACCESS CHANNEL:** water portion included between the outer port and the ending of the outer pier - quay excluded. This portion must be crossed by all the units that want to entry or exit from the port basin. This area itself is also used by small sailing boats that depart and arrive from the beach in concession to the nautical club of Loano, located inside of the port entrance.
- s) **FISHING BOAT:** vessel registered in the Italian RNMG and licensed to commercial fishing operations;
- t) **BERTH:** portion of the water mirror, adjacent to the quay or to a wharf, used to moor naval units;
- u) **MOORING EQUIPMENT:** devices that allow the mooring of ships at quays and pontoons (e.g. bollards, rings, dead bodies, chains, cables and finger);
- v) **WASTE:** every good or object which the holder intends to discard.

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Article 2 (editing and approval of the mooring plan and use of the quays)

The *managing subject* must redact a detailed “mooring plan” of the port that must have the following mandatory information:

- a) available moorings marked by initials and/or identification numbers;
- b) maximum dimensions (length, width, draught) of the boats for every berth or berth category;
- c) berths for units in transit;
- d) moorings assigned to the marine authority or other government authorities;
- e) moorings used for professional fishing;
- f) moorings assigned according to privileged criteria defined by the municipality of Loano in favour of the inhabitants;
- g) moorings allotted to boats used to work within the port;
- h) moorings used for landing of injured people on board;

The dimensions-letter b) must be expressed according to the following strict criteria:

- length: linear measurement of longitudinal distance of the unit including any bowsprits, dolphin strikers, ledges, outboard motors, etc;
- width: linear measurement of the point of maximum transverse protrusion of the unit, including any protrusions or stabilizing fins, etc;
- Draught: linear measurement of the free water column in the presence of the lowest tide; It must be subsisted both at the mooring station and in all the water mirrors necessary to reach the mooring.

The mooring plan must be drawn up in full compliance with the applicable rules and the relevant administrative licences, such as: title of Concession of maritime State, urban and landscape authorizations, static and dynamic tests of the works, Systems of restraint and installations, administrative testing of goods, specific certifications on systems issued by public authorities (e.g. fire-fighting system), taking into account - as technically as possible- "technical recommendations for Design of the marinas referred to in annex 1-point 1-3 ° paragraph and annex 2-point 1-3 ° paragraph of the inter-ministerial decree of 04/14/1998 "approval of requirements for the drafting of projects to be annexed to instances of State concession Maritime for the realization of structures dedicated to recreational boating”.

The “mooring plan” and all its variations shall be subjected to the obligatory and binding approval of the maritime Authority, limited to the profiles related to the safety of navigation.

Each mooring place must be occupied by units compatible with the dimensional parameters for which the place is intended.

Exceptions from this paragraph, only limited to the fixed quays present along the extension of the wharf side, the breakwater quay and the “grandi navi” pier (docks “E” and “D”) can be authorized by

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the maritime authority. The form with which the derogation is conferred has been established by the Maritime authority based on its relevance. In the request for a derogation, the operator must indicate the technical precautions that has to be adopted in order to ensure the safety of the turns.

Compliance with the restrictions on the use of each berth is ensured by the manager who, in this respect, is obliged to prepare a suitable supervisory device. In case of emergency -that must be reported with no delay to the maritime authority- the *managing subject* can waive according to the limits on a temporary basis, placing the adoption of any supplementary measures necessary to safeguard the full safety of the turn operation.

The *managing subject* must reserve suitable berths for:

- Coast Guard and naval units of other armed services and police, firefighters and other units possibly employed in research, rescue and anti-pollution operations;
- naval units in difficulty and requiring shelter, in the event of adverse marine weather conditions or other reasons for safeguarding human life at sea, safety of navigation and protection of public security, for the strictly necessary time and compatibly with the characteristics of the units.

It is mandatory to identify a specific mooring area, in order to quickly and efficiently carry out the landing operations of injured people. This area must be identified taking into consideration the relation between the height of the free edge of the unit and the height of the quay; this space must be near to a driveable area accessible by an ambulance. Unless otherwise requested by the *managing subject*, these areas are:

- The bunkering pier [for units of considerable size: ships and boats exceeding 18 metres];
- The floating jetty located at the centre of the *wharf side quay* [for units of small dimensions: vessels and boats for less than 18 metres];
- The quay in front of the Maritime district office in Loano-Albenga.

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Article 3 (Mooring regulation for units in transit)

The *managing subject*

will guarantee that at least the 10% of the total of the berths will be used to moor units "in transit".

The *managing subject* will note in a chronological log the mooring requests in "transit" as soon as they will be received. This register will always be available for consultation by the Maritime Authority.

The maximum parking time for the units in transit is:

- a) no limits in the period from the 1st October to the 31st of May;
- b) 10 days in the period from the 1st of June to the 30th of September.

In case b), if at the end of the 10-days period the places intended for 'transit' use intended for single unit category **are not saturated** for a percentage **of no more than 70%** by requests for this service, at the moment of the renewal the *managing subject* can postpone the concession of the place in transit.

In the case of new transit requests for a single category of units, which lead to the exceeding of the threshold of 70%, the managing entity:

1. Will grant the mooring communicating it to the maritime authority.

In case of renewals of berths in transit, with the threshold of 70% of the berths already outdated, the following rules will be applied:

1. At the end of the ten days, the *managing subject* will renew the transit by giving immediate notice to the maritime authority;
2. If the applications for renewal cannot be fulfilled due to the lack of moorings in transit (for a single category of units) the moorings will be progressively freed in chronological order of arrival.

These assessments will be promptly communicated to the maritime authority.

Any rejection of the application for mooring to transit shall be communicated within 48 hours to the maritime authority.

The tariffs for the mooring service "in transit", determined with a special measure by the municipality of Loano, will be made public by means of posters in specific bulletin boards inside the landing, as well as published on the website of the *managing subject*.

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Article 4 entry and exit from the port

Entry and exit from the port must happen at the minimum steerageway and according to the Regulations for Preventing Collisions at Sea¹. Executing the operations, the speed mustn't exceed 5 SOG² knots. This speed must never be exceeded inside the whole port area and within in the portion of the sea within 300 meters from the red lateral light. These operations in these stretches of water cannot be done with open sails, but exclusively with oars or motors.

The entering units in the channel of access of the port must have a proper course, for the exiting units to see them. Considering the structure of the breakwater quay, entering units coming from south and south-west quadrants must operate the last steerage at a remarkable distance (more than 300 meters) from the red light of the breakwater quay.

Units equipped only with sails hosted within the port basin must be accompanied - during the entry/exiting operations- by suitable nautical means of the *managing subject*. They must navigate avoiding tackling and hampering the navigation of other boats.

Units that only have veils and hosted on the seashore licensed by the Circolo Nautico of Loano, located outside the port, must:

- Tell the managing responsible the entity the entry/exit activities using the channel 9 on the VHF;
- Be accompanied during the manoeuvres by adequate nautical mean from the Circolo Nautico (Boating Club), in case they're engaged with trainings. They must also navigate avoiding tackling and hampering the navigation of other boats.
- Ensure the least amount of tackling, if used by single members for solo sailings;
- Clear out the shipping route for any entering or exiting unit, regardless of the propulsion system, before going out in the outer area of the port and access in the entering/exiting channel.

¹ "International Regulations for Preventing Collisions at Sea", approved by the n. 1085/1977 Law.

² Speed referring to the displacement in relation to the seabed, data given by the most common satellite navigation system: the so-called *GPS*.

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Article 5 (safety while sailing – safety at berth)

All the units that sail in the port of Loano [port basin, outer port, entrance and access channel] must pay the utmost attention in the execution of the manoeuvres (considering the type of the boat), of the limited spaces of manoeuvre and of the weather conditions, evaluating the possible adoption of additional measures suggested by the good seafarers expertise in order to prevent situations of potential danger.

The command on board - before entering the port- must ask the *managing subject* information about the depth of the seabed, if this information is considered relevant, based on good seafarer conduct and based on the draught of the unit. The *managing subject* must keep constantly updated the mapping of the seabed conditions, related to the trend of sea level depths in real time, communicating it to the subjects indicated in the previous paragraph.

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Article 6 (reporting obligations)

Every unit that does not have a berth must communicate its intentions to the *managing subject* before entering the port.

Each unit equals to or greater than 24 metres Loa must communicate its intentions to the *managing subject* before each access/exit from the port. Each unit of less than 24 metres Loa must still conduct the navigation in the port being very careful with every movement of other units within the port.

Before any access/exit from the port, each unit that will enter/exit the shipyard must communicate its intentions to the *managing subject*.

The *managing subject* transmits the data related to the ship in port and their movements to the port authority following the discipline of this regulation, and in any case imperatively on request.

Every Captain carries out the ship reporting the operation to the port authority, in accordance with the relevant rules applicable to the single case.

Each unit equipped with VHF radio device must be tuned on the 16 and 9 channels of the VHF, during the exiting and access operations.

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Article 7 (security of the units moored in port)

Units in the port of Loano can be moored to floating piers or docks on the base of the special Mooring Plan adopted by the *managing subject*. It is strictly forbidden to bind naval units to other units (tenders included).

The master or owner of the units classified as "commercial" - or ships in general- must ensure that the unit is equipped with crew and constantly ensure the presence on board of trained and staff sufficiently skilled to deal with emergencies such as fire, pollution and leaks. The *managing subject* must always and constantly have the cognitive and necessary means to promptly alert 24/24 hrs the onboard staff of boats and commercial units. This information shall be provided, upon request, to the maritime authority.

Before leaving the port, users must make sure that the mooring lines are in optimal conditions and that the boat is properly moored, even considering the weather and marine conditions.

If the *managing subject* notices a unit in a state of abandonment or that may sink or cause damage to the surrounding units and equipment, it must warn the user to restore the unit's safety status. In case of inaction or urgency, the *managing subject* can intervene with the necessary operations at the user's expenses and, in any case, under its responsibility, communicating it to the maritime authority.

The mooring lines must be self-sinking and in compliance with the type, the minimum diameter and - in any case- the breaking load communicated by the operator for each mooring class. The *managing subject* may require a specific minimum equipment of mooring lines and side protection systems, without prejudice to the responsibility of the users for the security of their unit at berth.

Under no circumstances the user can hinder or forbid with his/her mooring system the entry and the exit from the berth of other units.

It is forbidden to block the moorings of the boats with chains, padlocks or any other means of retention with anti-theft purposes.

The boarding walkways must not constitute a danger or hindrance to the passage on pontoons and quays and must be properly bounded to the unit both in operation and at rest.

It is forbidden to keep protrusions on board.

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Article 8 (prohibitions)

For general security reasons of shipping and port spaces and environmental integrity, in addition to the provisions mentioned in the previous articles (n° 4,5,6) in all port areas, including inside the area of the sea bounded by the circle having radius of 300 meters and centre on the side red light indicating the obstructions of the port, several activities are forbidden, such as:

- a) anchoring and stationing without propulsion;
- b) keeping the radar in rotation and, therefore, turned on;
- c) executing trainings or competitions;
- d) immersions, except for scuba divers/deep-sea divers enrolled in the specific professional register;
- e) any kind of fishing activity;
- f) towing operations, except for authorized cases;
- g) swimming activities, excluding the portion of sea for the beach resort located in the outer port;
- h) the access, stationing and the transit on the ballast of cliffs of all the port area;
- i) sailing, surfing, windsurfing and kite-surfing, except for small boats hosted in the public maritime concession of the sailing club, limited to strictly necessary operations to leave the port.
- j) dragging with a creeper in the port;
- k) fishing out lost object in the sea (this necessity has to be communicated to the *managing subject* that will follow the procedure provided by the article 11);
- l) use of any water pressure systems that can be used to make manoeuvres in the air (such as the cd flyboarding);
- m) Navigating using floating devices usually employed in the establishments to promote bathing (yole, sculls, pedal boats, etc.)
- n) jet skiing and parasailing;
- o) performing works on units from which derive leaks of materials into the sea or leaks of what is covered by the following art. 11;
- p) performing hull cleaning, because of an inevitable dispersion of materials at sea, by whatever methodology (i.e. with scuba diver or through careening)
- q) executing refuelling procedures using buckets or tanks; using manual or electric pumps to proceed with aspiration or fuel from the tanks;
- r) executing of operations on outboard motors that involve the disassembly of the stern drive.
- s) keeping the engines in function, both the ones for the propulsion that the ones used for the electrical power for onboard services, apart from the technical time necessary for the execution of the operations for accessing and entering the port - heating and periodic maintenance. The “necessary technical

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time”, except for specific authorization, cannot exceed 30 mins time. During these operations, qualified staff authorized to sail must be on board.

- t) abandoning or discharging properties, objects or substances in spaces not designed for waste disposal;
- u) storing in the port spaces every kind of material;
- v) lighting fires, granting the validity of the prevision under the art. 80 of the Italian Navigation Code;
- w) using solvents or detergents to wash boats or furniture is not compatible with the environmental protection rules;
- x) using blowtorch, oxyacetylene flame and /or electrical welding without the mandatory authorization of the coast guard;
- y) leaving dogs or other pets unleashed. In reason of the peculiarity of the ports area (falling overboard danger, sudden noises, hygienic issues), these last ones must be constantly kept on a leash. Any kind of liquid and solid excrements must be removed. Due to reasons of obvious health requirements, animals cannot be taken nearby the fish market assigned to sports fishermen on the *fishermen's quay*;
- z) performing a drone overflight, except for specific prior authorization and communication to the *managing subject* and to the maritime authority.

The *managing subject* must report in specific informative signs these bans and providing the port area with an adequate number of these last ones.

Article 9 (managing subject/dealer obligations)



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Without prejudice to the obligations conferred by title of public concession and according to them, the *Managing subject* must:

- a) guarantee the cleaning of quays, piers and in general of all the port areas, water stretches included;
- b) guarantee the management of the fire service and pollution control;
- c) guarantee the mooring service to be provided upon request, and in any case it must be always ready to cope with emergency situations;
- d) ensure water services, electricity, sanitary facilities and their maintenance;
- e) guarantee the lighting of the port;
- f) ensure the functionality of the maritime signalling;
- g) ensure the preparation and maintenance of appropriate road signs in order to inform the public about bans/requirements imposed by this regulation;
- h) ensure the radiotelephonic assistance for units willing to enter the port;
- i) ensure the preparation of a "contingency plan" that contains an indication of human and material resources, along with individual procedures to promptly cope with emergency within the port, in terms of fire safety, anti-pollution and anti-breach emergencies.
- j) Ensure that the workers employed of the port management are equipped with I.D. badge and recognisable uniform-e.g. clothes having the caption "Marina di Loano".
- l) ensure the editing of specific multilingual prints to give to captains/drivers of units based in the port, in order to promote the distribution of the following regulation;
- m) inform the Maritime Authorities about the possible presence of abandoned units and/or units that may be a danger in the port area, putting to risk or hindering the navigation security within the port and giving necessary help for the removal of the units.
- n) look after in detail the real time recording - and historical archiving- of all units in the port. The information to acknowledge and keep are the name, type, flag, registration number and port, the IMO number, the size, the number of the berth allocated, along with the name and the telephone number of the owner or of the person appointed by the owner. The above information shall be made accessible to the maritime authority and any other state authority which needs to know them for the protection of the interests of the coastal State. For commercial units and ships, the subject manager must record the date and time of each movement of the units.
- o) Verify the existence of insurance coverage of all units moored in port; segregate in dedicated areas (not affected by the proximity of other units) any units in a state of abandonment and without insurance coverage;
- p) equipping a suitable number of motor boats in order to carry out activities derived from the port management. The units must be recognizable by means of a logo having the writing "Marina di Loano" in it. Each unit used for the aforementioned uses, in addition to the equipment required

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by law, must be equipped with VHF (even portable); crew members must dress an individual rescue vest;

- q) Seamlessly ensure an adequate service of surveillance and mooring assistance, in relation to the situation and the typology of the moored units in port, the planned movements and the expected and current weather conditions. The maritime authority may request the increase of the service upon the occurrence of special events.

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Article 10 (towel and launching of boat units)

Within the port of Loano towing and launching operations can take place exclusively in the following areas:

a) In the Shipyard

The *managing subject* of the shipyard oversees and controls the execution of the hauling and launching operations from and within its own service areas. Unauthorized people and vehicles are forbidden in all the shipyard areas, if not differently expressed by the *managing subject* of the Shipyard.

The shipyard is responsible for the prevention, containment and removal of any contaminant possibly generated during the hauling and launching operations.

b) On the fishermen's quay using the jib crane;

During the implementation of the hauling and launching operations, the person who drives the jib crane must comply with some requirements, such as:

- 1) Apart from emergency situations to be communicated to the maritime authority, operations must be carried out during day time or with optimal weather conditions, especially regarding the wind intensity;
- 2) Neither persons nor things – excluding the medium on which the hull or winged/launched material will be placed – must be present within the safety circle in which the crane operates. The safety circle (10 meters radius) must be drawn with yellow colour on the floor of the area, and the adjacent slipway must not be used by a third party;
- 3) Before starting operations, the person that drives the crane must verify the correct state of efficiency of the crane;
- 4) During operations with the jib crane, it is strictly forbidden to use the adjacent slipway;
- 5) During procedures, it is mandatory to expose next to the operation area of the crane panels that signal the danger to people passing by;
- 6) Units with people on board cannot be hauled/launched;
- 7) The acoustic device and the flashing light must be active during use of the crane;
- 8) While using the crane - in addition to the person that is manoeuvring it - there must be another person that stops the access to the area. As an alternative, once the area has been evacuated from people and/or objects, the area itself must be enclosed with barriers all along the inland perimeter;
- 9) All the people authorized to use to crane must be designated by Marina di Loano Company and must operate according to the safety plan drawn up by the company itself; it is mandatory to prepare a register of the authorized people or companies, with the following data:
 - a. operator's particulars;
 - b. institution/society/organization to which the operator belongs to;
 - c. responsible of the teaching;
 - d. date of the teaching;

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- e. date of acknowledgement of this provision;
- f. operator's signature;
- g. signature of the responsible of the teaching.

When using the jib cranes, which is signalled with audible/Visual devices, third parties must:

- 1) transit at a distance greater than 20 metres from the crane, (for units sailing close to the area);
- 2) keep away from the area of operation of the ground crane.

c) On the *wharf side quay* using the slipway [use open to public]

The hauling/launching slipway on the wharf side is intended for the free use for the operations of the landing/launching of naval units. Within the area intended for movements of ships it is forbidden to park vehicles, install any material and do any naval maintenance work.

Access the slipway must be done by only one vehicle at a time, that must occupy the area only for the strictly necessary time to accomplish the operation. The vehicles that are waiting must keep a proper safe distance and park, in order to not hinder or endanger the operations in progress for the port road traffic.

These prohibitions must be duly marked by appropriate signs by the *managing subject*.

People who use the slipway for hauling and launching operations, once finished, must immediately move away from the area any vehicles and equipment used for these operations (trailers, cradles, etc.) and in case of a hauling procedure, the naval unit itself.

The use of the slipway is under fully responsibility of the user, who must verify before the existence of all the necessary conditions to ensure a safe use, carefully evaluating any risk directly or indirectly associated with the operation.

At the end of the hauling operations the unit must move away from the quay and not stop there more than the strictly necessary time - in any case, no more than 20 mins.

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Article 11 (type of work allowed in port areas)

Within the port of Loano moored boats can proceed with the execution of works considered of minor importance which do not entail any dispersion of materials in the environment. Cannot be considered of minor importance works such as:

- making changes to the hull both internally and externally;
- sanding, varnishing, polishing;
- making abrasions or cuts using electro-mechanical devices on all the external parts of the boat, because of the consequent dispersion of materials at sea;
- making changes to the engine rooms [subject both to the propulsion and to the production of electricity]
- making changes to the yacht apparatus [helm, thrusters, etc.];
- making changes to equipment that favours maintaining of variable arrangements during navigation [stabilizing fins, flaps, etc.];
- using noisy equipment or producing noises that can disturb adjacent units;
- affect any provision dedicated to the entry/ejection of sea water through the hull;
- making modifications to the electrical system, except in cases where it is possible to reactivate the general power of the unit at the end of each working day or part of the work; the possibility of activating the engine and employing the propulsion and navigation means must always be ensured;

In order to be deemed to be of little relevance, the work must also meet the following requirements:

- a) Do not endanger the safety of the unit;
- b) Do not hinder the autonomous movement of the Unit;
- c) Do not cause inconveniences to adjacent units;
- d) Be carried out in areas of the naval unit free of inflammable or combustible materials (oily residues, waste, fat materials, combustible structural elements, solvents, paints, petroleum products, etc.) of any kind and/or their containers;
- e) Not be carried out in enclosed rooms or in areas adjacent to premises, warehouses, coves and warehouses containing or having contained inflammable or combustible materials, oily residues, waste, fats, combustible structural elements, solvents, paints, petroleum products, etc. of any kind and/or their containers, if not degassed as per adequate certification.

DEEP-SEA DIVERS

Communications

Regularly enrolled divers who want to make immersions in port for **routine** maintenance, must submit a written communication (printed, sent by fax, certified e-mail or email) to the office of the Maritime District and the *managing subject* at least 24 hours before the dive, in the offices working days and opening hours. In case the 24 hour notice does not match with one of the working days of the

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offices, the notification period will increase till the first opening day. If necessary, to make dives that do not allow the observance of this notice due to reasons of force majeure, prompt communication must be given via VHF or by telephone to the operative office of the coast guard and to the *managing subject*.

This communication shall contain:

- 1) Type of work that must be done;
- 2) Place, date and duration of work;
- 3) Name of the OTS and the waiting crew, indicating for each of them the registration number to the local divers' register, or attaching the authorization to the operation of the diver's activity issued by the Diver's registration office and attaching copies of the concerning recognition booklets.
- 4) Copy of the insurance certificate referred to the following prescriptions (point 7);

The **extraordinary** maintenance works don't have to be considered within the simplification of communication and must be specially authorized from time to time.

Prescriptions

For information purposes for the maritime police, divers who wants to carry out underwater works for ordinary maintenance at the port of Loano -including hulls and thrusters cleaning- must comply with the following requirements:

1. Divers in the course of their activities must comply with all the rules in force regarding occupational safety and the senses and the effects of Legislative Decree No. 81/2008 concerning the protection of workers. The employer assesses the type of use of the safety equipment in accordance with the current legislation, according to the risk assessment that will be carried out before any underwater intervention;
2. It must be a legally constituted enterprise for the specific activity, or if it is a foreign one, it must be internationally recognised as involved in such works;
3. The O.T.S. staff must be regularly enrolled in the registries held by the port authorities under and for the effects of the DDS. Mm. 13/01/1979, 03/31/1981 e 0202/1982;
4. Authorized divers must comply with medical examinations scheduled for divers and deep-sea divers;
5. They must keep a support unit equipped for the navigation and the underwater works on the scuba diving activity location, and their certificates witness their qualification. In addition to the amount of respiratory mixture required for the underwater operation, the support unit must also be equipped with a minimum quantity of reserve mixture which guarantees a concomitant and collateral emergency intervention;
6. They have to ensure that underwater staff always operate under the direction of a responsible and experienced person, who must authorize and oversee all immersions not only for safety at work but also for the safety of navigation. The staff must always have a second diver who must always be equipped to

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- be ready to intervene in case of emergency. The operations will be carried out with no less than two people: a diver and a diver that waits and drives the means of transportation;
7. They must cover the underwater staff with appropriate insurance policy for accidents and for damages to third parties, which may result from the execution of the operations;
 8. They must use only naval means, equipment and diving apparatus complying with the technical requirements established in the applicable laws and regulations, and submit them to the visits and inspections of the technical body for the issue of concerning Certifications;
 9. Where there are no specific provisions for certain individual or collective equipment, these must have been previously tested and checked before their use and must have a test certification of the manufacturer or Conformity certificate for the tested prototype;
 10. They must also ensure that the operators in immersion are always connected by means of effective and tested communication systems with the operators on the surface, in order to communicate any necessity. This can be done also using suitable helmets that allow at the same time the respiration and connection;
 11. Keep the signals prescribed by the "International Regulations for Preventing Collisions at Sea" raised on the support unit in the case of scuba diving;
 12. the maritime authority may suspend the diving activity at its sole discretion without have nothing to claim for any reason.
 13. the beginning and end of work must be communicated to the Maritime District operations room of this Office and *managing subject* via the VHF CH9 work channel;
 14. By means of the staff, it must be ensured continuous VHF listening on channels 16 (emergency) and 9 (working channel).
 15. Diving in the concession water mirrors and/or adjacent to the commercial docks must be authorized by the individual dealers of water mirrors;
 16. In case the service is carried out with the aid of boats, the companies must ensure the presence of staff with a suitable professional qualification, who's able to drive the units;
 17. All dives must be carried out with an individual protection system from the cold, according to the ambient conditions.
 18. It is forbidden to proceed with underwater operations conducted at night hours, except in cases of necessity and/or urgency, which will be assessed by the Maritime district office of Loano Albenga;

Special maintenance work must be expressly authorised from time to time.

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Article 12 (authorization for the use of oxyacetylene mixtures, blowtorches, electric welding or thermal sources)

The rules contained in this chapter regulate the use of oxyacetylene mixtures, blowtorch, electric welding or, in any case, of thermal sources on board of the naval units present in the port of Loano, without prejudice to the rules for the prevention of accidents and the hygiene of the work referred to D. LGs. 04/09/2008 N ° 81 and its successive modifications and integrations, as well as the norms contained in Legislative Decree No. 07/27/1999 n ° 272 for the prevention of the fires on board and the protection of the safety of the navigation.

However, these rules do not apply to works implying the use of flame or in any case with use of thermal sources, carried out on ships, floats and boats in general, which are executed within the shipyard. In any case, the works must be out according to the internal security rules emanated from the shipyard itself.

The interventions must be carried out by professionally qualified staff, as identified by the people holding the shipbuilding business.

The execution of works on board units moored in the port of Loano, which involve the use of the flame as above better defined, is subject to specific authorisation by the competent maritime authority to be requested by the owner or by the Commander/conductor of the Unit, or by the owner of the maintenance, repair and ship-processing undertaking. The application must be submitted on official stamped paper and accompanied by a non-hazardousness certificate issued by the authorized Port chemical consultant of the Savona compartment. The Maritime Authorities will indicate in a provision authorizing measures to be taken in the course of operations, sending a copy of this document to the local health company in charge in the territory.

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Article 13 (regulation & fire-fighting measures in port)

Considering the regulation selected from the monograph for the fire-fighting service of the port of Loano, and the ones selected from other general dispositions issued by the granting municipality authority, the captain/driver of the moored unit in the port must:

- a) not put into motion the motors (inboard motors) before the ventilation of the engine compartment has been done.
- b) avoid leaving under tension, if not needed, the electricity supply to the quay and associated utilities, isolating the unnecessary ones and recharging batteries only when the naval unit is overseen or monitored;
- c) check the correct closure of all faucets and fuel valves before getting off the unit. In addition to that, he/she must verify there are no open flames, gas stoves and other possible triggers on board;
- d) not proceed with transferring of bunkering fuels and/or by means of preparations, lodging or own equipment [conduct prohibited under article 7 of this regulation.]
- e) in case of fire or fire on board, they must quickly alert the *managing subject*, firefighters and the maritime authority, for the adoption of measures/interventions to tackle the emergency, securing on board people and implementing all the necessary measures aimed to contain/extinguish the fire with the means with which the present unit is equipped, while waiting for the rescue means, however giving absolute priority to the safeguard of personal and others ' safety.

In order to guarantee the emergency response in the event of a fire, it is forbidden to deposit goods, vehicles or equipment of any kind in such a position as to prevent or otherwise hinder the ready access to the port fire-fighting supplies, as indicated by the appropriate signs placed by the *managing subject*. The owner/possessor of such goods must promptly remove them upon order, even verbal, of the maritime authority.

The *managing subject* has an obligation, established by title, to provide the port concession with fixed and mobile fire equipment, in adequate quantities and according to the specifications required by governmental regulations. This equipment will always have to be kept in full efficiency.

If expressly provided by the granting municipal authority, pursuant to article 5 of Law 690/1940, the *managing subject* must organise its own fire prevention and extinction service and must comply with the general provisions of address issued by the same authority.

In accordance with the provisions of the current legislation on the protection of health and safety on the workplace, the *managing subject* must draw up in accordance with the planned forms a "contingency management plan" which also covers the procedures to be adopted in the event of fire or fire in the entire port, including naval units.

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In the context of planning, it should be assessed the possibility to locate within the port an “emergency quay” for placement and equipment, suitable to host inoperative boats or with onboard fires, aiming to optimize intervention operations in terms of safety and efficiency.

Copy of the schedule must be submitted to the maritime authority.

In case of fire or small fire occurring within the entire port area, the *managing subject* must inform the local maritime authority, adopt without delay the procedures established by the contingency plan.

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Article 14 (fuel supply)

Refuelling operations for naval units are allowed only at permanent service stations located at the head of the *inner quay* of the port (bunkering pier).

Refuelling operations must only be carried out only after all the mooring operations along the quay have finished.

The Captain/driver of the unit to refill must:

- a. ventilate the engine compartment during the supply;
- b. keep the engine off;
- c. keep firefighting equipment on board ready to use;
- d. keep a constant and adequate security service;
- e. ensure that the absolute prohibition of smoking and/or ignite open flames on board for the whole duration of the supply;
- f. close the fuel filler cap before casting off.

Units can moor at the dock for refuelling operations, only for the time needed to proceed with the operation.

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Article 15 (anti-pollution port plan)

The *managing subject* needs a pollution plan drafted by a licensed professional, with a careful study of the risk, ensuring constant operation of the apparatus subordinated to the *managing subject*.

A copy of the “anti-polluting events plan” must be submitted to the maritime authority.

The plan must necessarily ensure a system ready to get into action in case of pollution of the stretches of water within the port. Amongst the various equipment needed, the *managing subject* must necessary keep track of:

- enough floating booms to close the entrance of the port;
- adequate floating booms to circumscribe boat units as big as the port can keep it;
- absorbing booms;
- blotting papers;
- dispersant/sinking product approved by the ministry of environment and for protection of the land and sea, to be used only after formal approbation of the responsible Office of that ministry.

Such equipment must be stored in a suitable place for immediate use in case of need, and its consistency and location must be transmitted to the maritime authority.

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Article 16 (collection plan and management of ship-generated waste and cargo residues)

The provisions on the field of the management of waste produced within the port area are contained in the collection plan and management of ship-generated waste and cargo residues”, approved by specific three-year order from the head of maritime circumlocution of Loano-Albenga.

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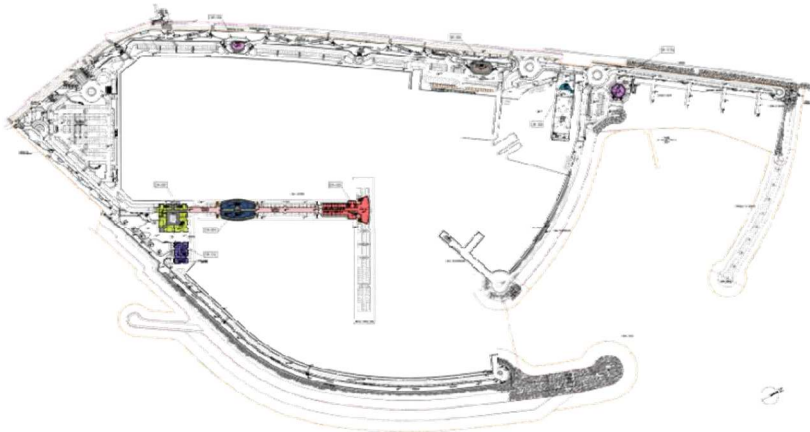
Article 17 (final dispositions)

The *managing subject*, fulfilling its obligations under this regulation, must acquire and maintain in force all relevant close examinations concerning State property, urban planning, construction and landscaping.

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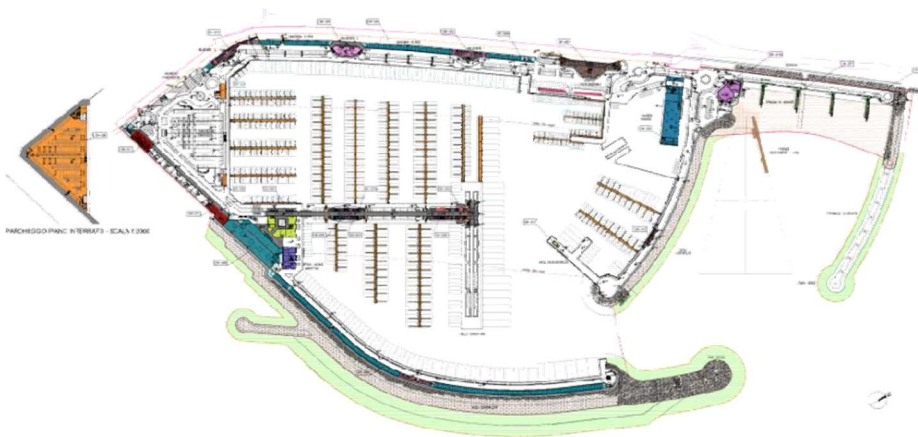
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ATTACHMENT 1



PLANIMETRIA QUOTA PASSEGGIATA - SCALA 1:2000

NO	DESCRIZIONE	Q.M.
01	GRUPPO EDIFICI CONSORZIO	10.115
02	AREA VERDE	40.104
03	Area di sosta (1000)	10.017
04	Area di sosta (2000)	10.741
05	Area di sosta (3000)	1.105
06	Area di sosta (4000)	1.105
07	Area di sosta (5000)	1.105
08	Area di sosta (6000)	1.105
09	Area di sosta (7000)	1.105
10	Area di sosta (8000)	1.105
11	Area di sosta (9000)	1.105
12	Area di sosta (10000)	1.105
13	Area di sosta (11000)	1.105
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PLANIMETRIA QUOTA BANCHINA - SCALA 1:2000

