

### **Art. 1 Scope of Application.**

The present Regulations are binding on all those who use, for any reason, assets and infrastructures that in any way fall within the context of the concession regarding the use of public property. For the purposes of the present Regulations, the following qualified subjects are identified:

1. The company holding the concession: Marina Dorica S.p.A., titleholder of the concession for the use of public property;
2. Nautiservice Cagnoni S.r.l.: titleholder of another public-property concession for the operation of a ship-hauling facility that is compatible with and functional to the activities of the port;
3. The State Fire-Fighters Corps, beneficiaries of a lot of public property for institutional purposes;
4. Subjects engaged in operating conventions: Vanvitelli S.p.A. Consortium and Nautiservice Cagnoni S.r.l., the subjects managing, on an exclusive basis, the sea and land spaces, under a specific operating convention with the company holding the concession.
5. Users: all those who enter the port structure and/or utilise the port services, including those to whom real-estate units have been assigned and/or that manage commercial activities.

### **Art. 2 Modifications in the Regulations.**

The concession-holder Marina Dorica may, at any point in time, propose to the Port Authority modifications in, or updated versions of, the present Regulations, in the interests of improved management, operations and use of the Tourist Port.

### **Art. 3 Relations with Public Authorities**

General relations with the competent authorities are overseen by the Company Holding the Concession.

The Port Management, in performing its functions, is required to act in concert with the competent public authorities. The Company Holding the Concession shall ensure that the instructions of the authorities are respected and shall take steps to guarantee that they are also respected by Users of the Port. As specifically regards operations to prevent fire and pollution, it shall see to it, when necessary and requested, that its personnel operate in close collaboration with the aforementioned Authorities. It shall also handle, to the extent that it is responsible for doing so, the preparation of equipment and structures suitable to implementing the instructions referred to.

### **Art. 4 Relations with the Companies engaged in Operating Conventions.**

The Company holding the Concession has assigned to the Vanvitelli S.p.A. Consortium and to the Nautiservice Cagnoni S.r.l. company an operating convention granting them full autonomy, as well as full responsibility, for the use, operation, setting of fees and technical management of the structures, areas, facilities and boat moorings, all to be enacted in compliance with the present Regulations. The Subjects Engaged in Conventions are entitled to undertake the activities referred to above, either directly or through third-party managers, including their own shareholders, and they may also implement and operate, either directly or through third-party managers, including their own shareholders, supplementary services for Users of the Port.

Where reference is made below to “Subjects Engaged in Conventions”, this is to be understood as “Subjects Engaged in Conventions and/or Third-Party Managers, which can include Shareholders of those Subjects”.

The Operating Conventions with the subjects holding them directly, as well as those between these subjects and the third-party operators, including Shareholders of the same, approved by the respective government authorities, must be set to the Port Authority for approval and publication.

#### **Art. 5 Obligations of the Company Holding the Concession**

The Company Holding the Concession is required to ensure the use and full functional efficiency of the port, as well as the following general services:

- cleaning of the relevant body of water;
- cleaning of quays, docks and land areas, as well as collection of solid and liquid waste;
- services to prevent and fight fires and pollution, plus services of first aid and whatever else is rendered necessary by the relevant legal obligations and/or the instructions of the Port Authority;
- emergency intervention when accidents occur within the port facility;
- services of water, electricity, hygiene telephone communications, computer operations and the maintenance of such services;
- the lighting of the port;
- maritime signalling;
- surveillance of the site of the public-property concession;
- keeping and updating of the list of those to whom boat moorings have been assigned and the modes in which they can be contacted;
- reception of vessels in transit and the supply of assistance to the same;
- ordinary and extraordinary maintenance of all the structures, areas, sea bottoms, buildings, systems etc. purchased or constructed by the Company holding the Concession or included under the public-property concession;
- the ship-to-shore listening assistance referred to under art. 6 below;
- whatever else may be of use in ensuring that the sum total of the port services offered is complete and meets the proper level of quality.

#### **Art. 6 Ship-to shore assistance.**

The Port Management carries out the radio listening service on channel 08 of the VHF/FM band to provide assistance to Port Users 24 hours a day.

#### **Art. 7 Management of the Port**

The Management of the “Marina Dorica” Tourist Port of Ancona is constituted, in terms of its personnel and operating procedures, under an official resolution of the Company Holding the Concession, as approved by the Port Authority.

#### **Art. 8 Assigned Tasks of the Port Management.**

With the assigned functions and prerogatives of the Port Authority, as well as the maritime, customs and public-security authorities remaining unchanged, the Port Management controls and coordinates all activities carried out within the Tourist Port facility, issuing general and specific instructions designed to regulate such activities in the best way possible. The Port Management pursues its objectives by drawing on both its own staff and individuals or entities that the Company Holding the Concession has selected to carry out specific activities. The personnel authorised to operate within the area of the public-property concession must be recognisable at all times, by means of the clothing worn, including the phrase “Marina Dorica”, together with their name and position. Personnel that perform operating tasks must satisfy the indispensable technical prerequisites, and possess the specific skills and know-how, for each sector or branch of employment, also taking into consideration the need to guarantee the security of the docks and the vessels, and of all those who operate in the Port. The same general instructions must be followed by the personnel under the direct employee of the Subjects Engaged in Operating Conventions.

#### **Art. 9 Surveillance and/or security**

The Port Management shall arrange for the surveillance and /or security oversight of the port facility. The surveillance and/or security oversight must guarantee that everyone respect the

relevant legal measures, the provisions of the present regulations and whatever instructions are legitimately issued. The security personnel may, at any point in time, issue instructions to Users or to those who find themselves at the port facility, and they must notify the Port Management forthwith of the names of any violators, so that appropriate measures can be taken. In the event of disturbances, trouble, or serious infractions for which a User is responsible, the Port Management is granted the authority to expel that User. In the case of Users bound by docking contracts, the Company holding the Concession, in especially serious cases, shall be entitled to terminate the contract. When criminal activity is suspected, the Port Management shall report the facts to the competent authorities.

#### **Art. 10 Sanctions.**

The Company Holding the Concession may arrange for specific sanctions against violators of the measures that govern the use of the Port. These sanctions shall be applied by the Company Holding the Concession, in response to reports from the Port Management, and, if the sanctions involve fines, then the money collected shall be donated to charity.

#### **Art. 11 Automatic intervention of the Port Management**

Should the legitimate owners or crews be absent or unavailable for contact, or when the same refuse to comply, the Port Management, having informed the competent law-enforcement authorities of the situation, shall take direct action to remove any vessels, motor vehicles or other objects in general that violate the present Regulations or that constitute a disturbance of, or impediment to, the proper operation of port activities. The removal operations in question shall be carried out at the expense of the owners, with the further requirement of payment of any additional damages, plus application of art. 10 above.

#### **Art. 12 Characteristics of the mooring sites**

The mooring sites are divided among 9 (nine) categories, and the dimensions of the docked vessels may be no greater than those indicated below, alongside each category:

1. up to 5 metres on land
2. up to 6 metres on land
3. up to 7 metres on land
4. up to 6 metres x 2.15
5. up to 7.5 metres x 2.85
6. up to 10 metres x 3.50
7. up to 12 metres x 4.25
8. up to 15 metres x 4.90
9. up to 20 metres x 5.80

The dimensions of the vessels refer to their effective bulk, including any fly decks, fishing stations, bowsprits, platforms or other protuberances fore or aft or to the sides, such as stabilising fins, fixed or mobile fenders etc..

Vessels that exceed even one of the two dimensions are classified in the next largest category for the purpose of assignment to a docking site and the determination of the resulting fee, apart from the margin of tolerance provided for in the last paragraph. apart from the stipulated dimensions of width, a greater length of more 5% beyond the maximum threshold is tolerated, with a minimum tolerance of 50 cm..

When confirmed technical motives make it necessary, the Company Holding the Concession is entitled to change the dimensions indicated above.

**Art. 13 Technical outfitting of the docking spaces.**

The outfitting of the docking spaces, in terms of both technical preparation and services (docking lines, bumpers, pipes for drinking water, cables for electrical power etc.) shall be the responsibility and expense of the Users to whom the docking spaces are assigned.

To guarantee safety, electrical outlets and the related power cables for the vessels must comply with the UNI-CEI regulations and standards currently in force.

The Port Management and the service personnel shall report any abnormalities to the User and, should these pose a risk, the utilities and equipment involved may be disconnected at the initiative of the Port Management or the personnel, without the Users being entitled to claim redress.

**Art. 14 Availability of docking spaces**

The docking spaces must be marked with suitable signs and signals. From the moment an assigned docking space is presented to a User, it is available to the same, and the Company Holding the Concession and/or the Subjects Engaged in Conventions shall ensure that it is always maintained in an unencumbered and available state.

The Company Holding the Concession, and/or the Subjects Engaged in Conventions, with regard to the spaces under their responsibility, are entitled to temporarily assign to a user a different docking space for technical reasons or considerations of port operations.

The Company Holding the Concession is also entitled to make modifications in the port structures for confirmed needs regarding technical factors or considerations of overall operation, with the further option, to this same end, and always in agreement with the Companies Engaged in Conventions, of modifying the location of the docking spaces.

For reasons of security, should docking spaces be moved by Subjects engaged in Conventions and/or third-party operators, then the Company holding the Concession must be notified of the fact forthwith.

**Art. 15 Prohibition against docking outside of assigned space.**

Each user must use only the docking spaces assigned to it, with docking anywhere else being prohibited, apart from the cases referred to under art. 14. In the event of failure to comply with this prohibition, the Port Management may act of its own initiative, as contemplated under art. 11.

**Art. 16 Prohibition against multiple mooring.**

Only one vessel may be moored in each docking space. In the event of failure to comply with this prohibition, the Port Management may act of its own initiative, as contemplated under art. 11.

**Art. 17 Availability of parking spaces**

Parking spaces inside of the Marina Dorica are outlined by specific signals in the areas set aside for parking, as shown on the approved parking layout plan; the plan may be revised, in accordance with the Subjects Engaged in Conventions, in response to changes in the operating needs of the Port, though the prerogatives of those entitled to parking spaces shall remain unaffected.

For each boat space, one parking space is made available within the port perimeter: the holder of the boat space that applies for a parking space to its Subject Engaged in a Convention may obtain assignment of the space under its name, in the area falling under the responsibility of that Subject, and at the initiative of the same, with the Subject to ensure (either directly or through the Company Holding the Concession) that the parking space is identified with the number under which it is assigned, and that must correspond to a specific sign bearing that number. The sign, which is to be displayed on the vehicle, does not constitute authorisation to bring the vehicle into the Tourist Port, but only authorisation to park it in the corresponding space. More than one such sign may be provided. The holder of a space assigned under its name is not allowed, however, to bring in more than one vehicle and/or to park in a space other than the one assigned to it. The Concession Holder

shall be required, acting on behalf of the Subjects Engaged in the Conventions, to keep the space assigned under the User's name free, if necessary arranging for the removal of unwanted vehicles. Holders of mooring spaces that do not request assignment of a parking space under their name are entitled to bring a second vehicle into the port area by means of an additional key provide access, and both vehicles may be parked in any zone of the port, in the unassigned spaces. The Port Management identifies a portion of the supplementary spaces that are: a) placed at the service of local residents, through a separate daytime entrance from that for the users of the Marina Dorica and b) at the service of the apartment owners and the public establishments of the west building; the latter are served by the internal roadway system of the Marina Dorica and subject to the specific rules stipulated by the Management on the basis of requirements, periods of greater or lesser flows of users and the need to ensure adequate levels of security and availability of the port services.

#### **Art. 18 Prohibition against parking outside of the assigned space**

Any user that parks in a manner at odds with the stipulated rules may be subject to the service of removal referred to under art. 11.

#### **Art. 19 Fees for Users**

The fees for Users shall be established in accordance with art. 4 above by the Subjects Engaged in Conventions.

For whatever else is not attributed to the same, the maximum fees shall be set by the Company holding the Concession, in accordance with the measures stipulated under the conventions. The fees are to be communicated to the Port Authority.

#### **Art. 20 Vessels in transit**

Vessels in transit, in cases where prior arrangements have not been made with the Port Management for the assignment of a docking space, must wait at the entrance to the Port, until they have been assigned a space, if one is available, or until the necessary instructions have been issued. The captains of vessels in transit are required to present themselves to the Port Management, as soon as possible, with their navigation documents, for registration of the transit. Throughout their stay, the documents shall remain in the custody of the Port Management. The time spent by the vessels in the transit moorings must not exceed, unless there are confirmed reasons or motives of force majeure to the contrary, seventy-two hours. Should it be certain that the moorings in question are available for a longer period, and assuming that there are one or more moorings that are completely unoccupied, the vessels in question may be authorised to extend their stay for as long as the availability of the spaces lasts.

#### **Art. 21 Registration of vessels in transit.**

No fewer than ten mooring spaces are available for vessels in transit, under the direct management of the Company Holding the Concession.

The Port Management may, having consulted the Subjects Engaged in Conventions to learn of the availability of spaces, assign to vessels in transit, apart from the spaces referred to under the preceding point, any free spaces in the areas of the subjects in question; in such cases, the Company holding the Concession shall manage the mooring space directly, charging the User for the fees stipulated under art. 23 below.

Vessels out of operation or awaiting repairs, maintenance, rigging and/or delivery, and which are docked in the shipyards moorings, are not considered to be in transit.

#### **Art. 23 Fees for Users in transit.**

In return for their stay, those responsible for vessels in transit must pay the fees set by the Company Holding the Concession. In the case of authorised sports events, and assuming the Management has

been notified in advance, vessels hailing from other ports may be docked free of charge for three days before and after the event, unless adverse weather conditions dictate otherwise. The Management, at its discretion, is entitled not to grant mooring free of charge for sporting events to vessels that do not hold mooring rights at another port.

#### **Art. 24 Responsibilities and obligations of Users**

The User is required to rigorously observe all legal statutes in general, as well as the provisions of the present Regulations, plus the regulations governing the administrative management of the vessels, as well as customs rules and the requirements of police and security, in addition to the instructions of the Port Management.

The User is liable, under both criminal and civil law, for any infractions committed or any damages caused to third parties or to the port structures, in addition to being required to take whatever measures may be needed to protect the objects that are its property from theft, damages or similar occurrences.

#### **Art. 25 Entrance, exit and manoeuvres in the Port.**

All manoeuvres must be made in full compliance with the general provisions of maritime navigation, as well as any specific instructions issued by the Port Management and the Maritime Authority through specific ordinances.

During navigation, units moving or manoeuvring in the port, or within a range of 300 metres of its entrance, must:

1. maintain a speed of no more than three knots, so as to keep from triggering waves, and such as to prove to be a safe speed, in light of the conditions at that point in time;
2. when entering/exiting the Port entrance, the units must precede along the median line, with units leaving the Port having the right of way;
3. they must respect a safe distance from other vessels of 1.5 times their own length;
4. they must enter the central channel, arriving from the side channels, at minimum speed, ceding the right of way to vessels already in transit in the channel and, in the side channels, to vessels doing docking manoeuvres.

Only vessels assigned to port services may, in cases of confirmed need, exceed the speed limit posted. Except in cases of force majeure, or when specific authorisations are issued, all vessels are prohibited from navigating inside the port area, or within a range of 300 metres from the entrance to the Port, under sail power alone.

#### **Art. 26 Access to docking spaces.**

Vessels with a draught of less than 3 metres may enter their respective docking spaces without carrying out any formal procedure, apart from following general rules and instructions. Vessels with a greater draught, when making their first entrance in the Port, must wait in the forward portion of the Port for instructions from the Port Management. These instructions must always be respected, throughout all operations of mooring, casting off from the moorings and leaving and entering the Port.

#### **Art. 27 Procedure for mooring.**

Setting anchor is prohibited, except in cases of force majeure. The units must dock exclusively on the stanchions of the main quays and the side ones, laid out as shown on the graphic display

included with the present, and they must refrain from attaching metallic devices directly to the quay stanchions. The mooring must be carried out with lines or cable belonging to the vessel owner and with an adequate diameter as well as a good state of maintenance, satisfying all the pertinent instructions of the Port Management; the bulwarks must be equipped with bumpers that are both effective and adequate in number to prevent damage to one's own vessel and to those of others. When no one is aboard for brief, temporary periods, the gangway must be retracted or raised; in cases of prolonged absence, the gangway must be completely removed and stored away.

The Port Management may order, at its own discretion, the reinforcement and/or replacement of moorings and the removal of defective units, charging the user for the expenses sustained. Any damages caused to third parties by a unit are the sole responsibility of the owner of the unit.

#### **Art. 28 The operating efficiency of vessels.**

In order to prevent accidents, vessels must be kept in full operating efficiency, both when navigating and when mooring.

Should there be motives for doing so, the Port Management may request that the competent maritime authorities carry out inspections aboard the aforementioned units.

The owner of the vessel is directly responsible for damages caused to other vessels and/or to the docking structure.

Each user must be properly covered by the obligatory insurance; the personnel assigned to the service may hold controls in this respect, reporting any violations to the competent bodies.

#### **Art. 29 Absences of more than 24 hours**

When Users, for any reason whatsoever, intend to leave their own boat space unoccupied for a period of more than 24 hours, they must notify the Port Management, indicating the date and time of departure and, if possible, the destination they plan on reaching, as well as the expected date of return, doing so at least 48 hours in advance.

#### **Art. 30 Roadway system**

The Port's roadway system must provide access to the quays and enable use of the infrastructures. Specifically, and in light of the operational need for entry to the sea of all the commercial operators based in the vicinity of the Lungomare Zipa seaside drive, the roadway system is organised, by means of signs and signals, to meet these needs. Therefore, it is designed both to contain the flow and limit the speed of traffic along the portion of roadway where those crossings are located and to warn of the possibility of crossings and manoeuvres by motor vehicles, vessels heavy machinery and materials, obliging operators to carry out the crossing in the minimum time necessary, by means of a temporary halt in vehicle and pedestrian traffic enacted under their responsibility. Thanks to this organisational system, the operations of the commercial activities, along with access to the lifting stations of the operators referred to above, are fully compatible and functionally efficient with respect to the reality of the Port.

#### **Art. 31 Access to the Port and to the quays**

Access to the quays is reserved for:

- a) The owners, crews and passengers of the moored vessels;
- b) The personnel of the Company Holding the Concession, the Port Management and the Subjects Engaged in Conventions;
- c) Government bodies for operational reasons;
- d) Individuals expressly authorised by the Port Management.

All types of motor vehicles, motorcycles or scooters, or bicycles are prohibited from going on the quays, with the exception of the equipment used by dock operators. Transport by Users of objects of particular bulk, and in general those that cannot be transported by hand, is performed on the

quays only by utilising the equipment and the personnel assigned to such tasks by the Port Management.

Apart from the subjects indicated above, visitors can also enter the Port, as long as they are authorised by the Port Management.

#### **Art. 32 Bringing animals to the Port.**

The only animals allowed inside the Port are pets, and only for the amount of time strictly necessary for them to board or disembark from vessels. Pets must be kept on a leash, and they must wear a muzzle, if they are dangerous or could cause a disturbance, as per the rules and statutes currently in force, and they must always be kept under control, with all the precautions needed to avoid any bother or disturbance taken.

The owners must collect any defecation.

#### **Art. 33 Entry and stopping of vehicles.**

Entry in the Port is allowed under the rules of traffic and parking stipulated in the present regulations and the instructions issued by the Management, or with the use of a specific electronic device or following specific authorisation by the Management.

The maximum allowed speed is 30 km/hour.

#### **Art. 34 Prohibition against the storage of materials**

Objects, materials or other possible sources of clutter cannot be placed on the wharfs, jetties, quays, lots, parking areas or roads. Should this rule not be followed, the Port Management may take action of its own initiative, as per art. 11.

#### **Art. 35 Operations of lifting and launching.**

Unless authorisation to otherwise is received from the Company Holding the Concession, operations of lifting from the water or launching must be carried out exclusively with the equipment of the Company Holding the Concession itself or of the Subjects Engaged in Conventions, using fixed structures already in place at the port basin or built for the purpose. Vessels that for any reason whatsoever, need to be placed in dry dock, may be deposited on the ground only in the spaces set aside for the purpose.

#### **Art. 36 Prohibition against carrying out economic activities**

In addition to the activities contemplated and reserved for the Subjects Holding Conventions, third parties are general prohibited from carrying out economic activities within the port facility, either on land or aboard vessels.

Such activities, if held to be of use to completing the functional performance of the structures and the operations of the Port, may be carried out only with specific authorisation of the Company Holding the Concession, and on the condition that said activities be authorised in advance by the Port Authority, as per art. 68 of the Code of Navigation.

#### **Art. 37 Authorisation of work by third parties**

Firms that wish to be authorised to carry work aboard vessels must produce suitable documentation, based on a specific list drawn up by the Port Management, in accordance with the rules and statutes currently in force.

Authorisation to operate in the Tourist Port facility must be renewed annually by the firms, following the procedures indicated above, and the Company Holding the Concession reserves the right to control, at any point in time, whether the prerequisites that the above firms must meet continue to be satisfied, and to revoke the authorisation, both in the event that the prerequisites are no longer met and should there be failure to comply with the provisions of the present Regulations or with any other measure pertinent to safety or the prevention of pollution.



**Art. 38 Authorisation for work by Users.**

Users that wish to perform work themselves on the unit owned must request authorisation from the Port Management, having first agreed to and signed the procedures for its performance, with respect both to the need to occupy space in the special craftsmanship working area and to the rules of safety and environment protection.

Work on the unit with blowtorches or similar devices is prohibited, unless authorisation has been received from the Harbourmaster's Office.

Temporary power line cannot be laid without the authorisation of the Port Management. The use of small electrical devices that do not give off sparks can be permitted only if they are powered with a cable wrapped in rubber, as per the UNI-CEI standards, with a ground and without junctures.

**Art. 39 Insurance guarantees**

Those who, for any reason whatsoever, perform services (launching of hauling from the water, maintenance, shipyard work, fuel distribution etc.) in the port facility, must be covered by insurance policies deemed to be adequate by the Company Holding the Concession. The latter is also entitled to verify that the rules of on-the-job safety are being respected and, in general terms, the regulations and statutes applicable to operators that carry out any activity in a port setting.

**Art. 40 Safeguards against pollution**

Throwing out or abandoning waste or objects of any type, as well as liquid pollutants or waste, debris or anything else, even in small quantities or dimensions is prohibited.

In the case of solid waste, the unit must prepare in advance for differentiated collection, separating ordinary waste and food refuse, which should be closed securely in polyethylene bags, as well as glass, plastic, paper and aluminium, depositing the different materials in their respective receptacles.

Bait and fish, live or dead, cannot be deposited in the trash containers or abandoned in the port facility.

Toxic and hazardous waste (spent batteries, used oil, empty paint cans etc.) must be treated with the utmost attention and deposited solely in containers meant for the purpose.

The discharge of bilge water in the Port is prohibited, as, in more general terms, is the release in the seawater of any liquid and/or substance, and of hydrocarbons in particular. In the event of accidental spills of hydrocarbons in the seawater, on the quays or on land, the responsible party must immediately notify the Port Management, the vessels located nearby and whomever finds themselves in the vicinity, in part to prevent fires.

No source of noise may be activated inside the Port, unless it is strictly connected with the movement of the vessels and the transportation equipment, or with operational needs. The main engines of the vessels, the auxiliary motors, generators and any other source of noise must be turned off without delay, once the mooring operation has been completed.

Technical trials and the recharging of batteries can be carried out for a maximum period of half an hour, during the hours between 8:30 am and 7:30 pm.

**Art. 41 Fire-prevention equipment**

Fire-fighting and prevention is ensured not only by the safety equipment found aboard, but also by the port systems designed in accordance with the Port's fire-prevention plan. Fire-fighting operations shall be carried out under the Department of the Maritime Authority, which shall also draw on the services of the staff of the Port Management designated for the purpose of carrying out such activities. The expenses for these operations are charged to the responsible User, who must also make reimbursement for any damages caused to third parties or to the décor or the equipment of the Port.

#### **Art. 42 Instructions for users.**

The moored vessels must observe the following general instructions, with the Port Management being entitled to request that the Maritime Authority carry out inspections aboard the vessels, and with observance of the fire-prevention plan and the plan to prevent pollution of the Port.

1. Before starting up the engine, the User must air out the engine compartment and take all the precautionary measures recommended under proper maritime practice;
2. Each vessel must make sure before docking, that there is no residue of leaks of hydrocarbons in the bilge and that no such leaks are underway;
3. The on board electrical systems must always be in a perfect state of operating efficiency and maintenance;
4. Refuelling must be carried out solely at the fuelling station, in accordance with the rules and statutes currently governing such operations.
5. On-board compartments containing tanks of liquid gas must be adequately ventilated;
6. The fire extinguishers on-board must meet the standards currently in force and be sufficient in number, in addition to being constantly maintained in perfect working order.
7. For reasons of safety, heating systems employing electric or gas stoves cannot be used on-board in the absence of the occupants, nor may open flames be kept lit for cooking.
8. Water may be kept running only when it is actually being used and only when the user is present; it may not be kept open for any other reason.
9. The conduits for the supply of electricity and water may not be opened, tampered with or modified, nor may pipes, wires or any other materials be laid along the quays or wharfs.
10. Fuel containers not specifically certified for that purpose (tins, tanks, barrels) may not be kept aboard.
11. It is prohibited to lean bicycles, or anything else, against the conduits or their protections.
12. No type of tender may be left in the water in any portion of the body of water of the Port.
13. Swimming is prohibited in the entire body of water of the Port.
14. It is prohibited to occupy surface areas or quays with vessels, equipment, materials or containers of combustible or inflammable materials.
15. No work of repair, sanding or painting of the external portions of units stationed at mooring spaces is permitted, nor may use be made of any other high-voltage equipment that could pose a threat to the wellbeing of people or cause damage to objects, with the exception of equipment necessary for ordinary maintenance.
16. Units may not be moored without the permission of the Port Management.

#### **Art. 43 Measures to be taken in the event of fire**

Should a fire break out on-board, then not only the crew of the vessel affected, but those of nearby vessels as well, must do everything possible to fight the flames, at the same time as they notify, by the most rapid means available (on-board sirens, acoustical equipment, sending of personnel to the offices etc.), the Port Management, which shall inform the Maritime Authorities and the Fire-Fighters Corps. It is especially important that the vessel with the flames on-board be immediately be isolated by the personnel of the Management and/or of the Owner.

#### **Art. 44 Use of port spaces for advertising**

The use of port spaces for advertising is a prerogative attributed exclusively to the Company Holding the Concession, under the authorisation of the Port Authority. Advertising in the areas designated for exclusive use by the Subjects Engaged in Conventions, as indicated under point 4, art. 1, may not stand in contrast with the economic activities of the same.

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