

**PORT AUTHORITY OFFICE OF THE MARITIME DEPARTMENT OF
PORTO TORRES**

DECREE NUMBER 01/2007

The undersigned , Head of the Maritime Department of Porto of PORTO TORRES;

- **HAVING SEEN** circular No. 5203674, dated 19.09.1994, Titled: Ports, Series VIII, No. 8 in which the Ministry of Transport and Navigation has noted the criteria for revising the tariffs for mooring services
- **HAVING SEEN** circular No. 5201538, dated 19.04.1999, Titled; Ports, series VIII, No. 14 relative to the modifications made to the tariffs for the two years 1999-2000;
- **HAVING SEEN** circular No. DEM3/0151, dated 23.01.2004, relative to the modifications made to the tariffs for the two years 2004-2005;
- **HAVING SEEN**, according to the above stated criteria, for the Port Mooringmen Group of the Port of CAGLIARI, the data relative to:
 - the annual financial requirements for running costs including the running and upkeep of the technical support.
 - The number of available man-hours tied to the service
 - the number and characteristics of the consequent services and to the corresponding net turnover, based on the relative results from the period, 1st.July.2001-30th.June.2002 and all other elements capable of influencing the results of the application of the formula of tariff revision.
- **CONSIDERING** the obligations of general public service (continuous and universal based on an organised model, cohering to the security of the Port and Maritime Authorities) and specifically those to which the Group is held responsible as follows:
 - a) Control and aid to ships berthed in port in the event of a change in marine weather conditions as well as for any other unforeseen eventualities or circumstances that put them at risk;
 - b) Assistance or help to ships or persons in danger, within the port or surrounding waters;
 - c) Pick up floating objects that render navigation dangerous;
- **ASCERTAINED** that according to the results of the exam carried out, the maximum tariff relating to the services performed by the Port Mooringmen Group of Cagliari, as decreed in No. 3003/99 dated 17 May 1999, must be modified;
- **HAVING SEEN** Articles 17, 113 and 116 of the Code of Navigation and Articles 211 and 212 of the relative Regulation of operation (Maritime Navigation);

DECREE

Art.1

With effect from 00.01. of 01/02/2004, for the services of the Port **Mooringmen** Group of **PORTO TORRES**, specifically those who assist in berthing the ships arriving, leaving and moving around in the port of PORTO TORRES, as well as the carrying out of all the obligations of public service as mentioned above, the following maximum tariffs have been established for the carrying out the obligations of a comprehensive public service:

OPERATIVE ZONE: PORTO COMMERCIALE e BANCHINE PORTO INDUSTRIALE

A: TRADITIONAL SHIPS

| Gross tonnage | | Mooring or unmooring Maximum tariff service |
|---------------|--------|--|
| from | to | € |
| 1 | 500 | 15,50 |
| 501 | 1.000 | 26,00 |
| 1.001 | 1.500 | 34,00 |
| 1.501 | 2.000 | 48,00 |
| 2.001 | 3.000 | 68,50 |
| 3.001 | 5.000 | 81,50 |
| 5.001 | 7.500 | 101,50 |
| 7.501 | 10.000 | 135,50 |
| 10.001 | 15.000 | 177,00 |
| 15.001 | 20.000 | 299,50 |
| 20.001 | 30.000 | 360,00 |

For every 1.000 GT or fraction thereof, € 8,50 will be added to the above tariff

Regarding the above tariff, for Ro-Ro ferries used exclusively to transport goods, the gross tonnage load is multiplied by a coefficient of 0,90.

B: RO-RO PASSENGER FERRIES

| Gross tonnage | | Mooring or unmooring Maximum tariff service |
|---------------|--------|--|
| from | to | € |
| 1 | 500 | 15,50 |
| 501 | 1.000 | 26,00 |
| 1.001 | 1.500 | 34,00 |
| 1.501 | 2.000 | 47,50 |
| 2.001 | 3.000 | 68,50 |
| 3.001 | 5.000 | 81,50 |
| 5.001 | 7.500 | 101,50 |
| 7.501 | 10.000 | 135,50 |
| 10.001 | 15.000 | 162,50 |
| 15.001 | 20.000 | 175,50 |
| 20.001 | 30.000 | 196,00 |

For every 1.000 GT or fraction thereof, € 7,00 will be added to the above tariff

OPERATIVE ZONE: PONTILI ANIC NEL PORTO INDUSTRIALE

| Gross tonnage | | Mooring or unmooring Maximum tariff service |
|---------------|--------|--|
| from | to | € |
| 1 | 500 | 23,50 |
| 501 | 1.000 | 69,00 |
| 1.001 | 1.500 | 97,00 |
| 1.501 | 2.000 | 125,00 |
| 2.001 | 3.000 | 166,50 |
| 3.001 | 5.000 | 222,00 |
| 5.001 | 7.500 | 277,50 |
| 7.501 | 10.000 | 361,00 |
| 10.001 | 15.000 | 444,00 |
| 15.001 | 20.000 | 556,00 |
| 20.001 | 25.000 | 685,00 |
| 25.001 | 30.000 | 833,00 |
| 30.001 | 40.000 | 971,00 |
| 40.001 | 50.000 | 1.165,50 |

For every 1.000 GT or fraction thereof, € 18,00 will be added to the above tariff

Regarding the above tariff, for Ro-Ro ferries used exclusively to transport goods, the gross tonnage load is multiplied by a coefficient of 0,90.

Ships belonging to groups classified as passenger or merchant ferries can be deduced by the class certificate as well as from books and registers of the institutes of classification.

For the purpose of application to the present Article, the referred tonnage is the international one, expressed in GT, extracted from the certificate of tonnage, issued to the ship in conformity with the London Convention, dated 23rd June 1969.

For ships without international tonnage certificate, issued according to the London Convention of 1969 on the tonnage of ships, the tariffs must be calculated of the value of the vessel load (G.T.) according to the Circular of the Ministry of Transport and Navigation, general direction of maritime state property and of the ports divisions XX, dated 18th November 1995 provision 5203268 with the object «Referred parameters for tariffs of services of piloting, mooring and tugging»

TENDER ASSISTANCE

In the context of the present article, a journey is intended as a complete return journey of each boat, leaving from and landing at the fishing boat dock (internal dock of the commercial port), even if the passengers embarked on the return trip are not the same as those of the outward journey.

| Service type | Maximum tariff per service |
|---|--|
| <i>Per single journey and single boat used, with a stopover of max. 20 minutes</i> | |
| In the harbour and roadstead ,within three miles | 94,50 |
| In the harbour and at the ANIC landing, within three miles | 138,00 |
| In the harbour and roadstead, beyond three miles | 190,00 |
| The following charge will be applied for stopovers longer than 20 minutes: 1/3 of the tariff every additional 20 minutes (or fractions of it) | |
| <i>Transport of goods and sea stores</i> | |
| Less than one ton in total, regardless of the number of packages | Same tariff as for the transport of people |
| Additional tons (or fractions of it) | 38,50 |
| Time allowed for unloading operations alongside: cargoes under 5 tons: one hour – cargoes over 5 tons: one and a half hours | |
| The use of the service vessel over the time limits specified above (only goods) will be charged as follows: 30% of the tariff every 30 minutes (or fractions of it) | |
| 24-hour ferry service connecting a ship with the landings | 657,00 |

The transport of goods also implies the transport of a certain number of people involved with the cargo, according to the limits specified in the ship's trading licence.

Art.2

In the event that the Group is called on immediate or successive request from the Maritime or Port Authority for services as laid down in points a), b) and c) of the introduction of the present Decree, these services will be carried out without charge.

Art.3

Moving the ship along the same jetty will be subject to a tariff equal to the mooring tariff.
Moving the ship from one dock or jetty to another dock or jetty will be subject to a tariff equal to the sum of the tariffs of mooring and unmooring.
If, after berthing, there is a request from the ship to reinforce mooring, the tariff as seen in Art.1. will apply.

Art.4

For each of the following operations, extra mooring and unmooring, an allowance is applied equal to 50% of the tariff of Art.1 which refers to the tonnage grouping of the ship:

- » the laying out of dead weights, non contextual with the mooring, unmooring and moving;
- » transfer, via sea, of cables from bow to stern and vice versa by motorboat;
- » dropping anchor.

In the case of particular services not listed in the present Decree, the remuneration will be calculated each time, by the Port Commander, taking into account the work and the people involved.

Art.5

The normal working hours are from 06.01 to 20.00 from Monday to Saturday. All services carried out outside normal working hours, will be charged as follows:

A - For services rendered between 20.01 and 06.00 (nocturnal) on week days and holidays, an increase of 50% is applied;

B - For all services rendered on Sundays between 00.01 and 24.00, an increase of 50% will apply as well as the increase for nocturnal services if applicable.

C - For all services rendered on the following official holidays as laid down by the laws of 27th, May 1949, No.260, 31th March 1954, No.90, 5th March 1977, No. 54 and of Decree 28th December 1985, No.792:

1. New Years Day;
2. 6th January, the Epiphany
3. Easter Monday;
4. 25th April, Anniversary of the Liberation
5. 1st May, Festival of Work
6. 2nd June, Celebration of the Republic;
7. 15th August, the Feast of the Assumption;
8. 1st November, All Saints Day;
9. 8th December, Feast of the Immaculate Conception;
10. 25th December, Christmas Day
11. 26th December, St., Stephens Day;
12. The Patron Saint of Cagliari;

an increase of 100% plus an increase for nocturnal and/or Sundays, if applicable

D - For services carried out between times that include different increases, the tariff applied will be the higher one applicable relative to the moment of start and end of work.

E - The increases as stated in points a), b) and c), will each be applied to the tariff of the services according to Art.1 and 3, and also according to the Art.4.

Art.6

Should an operation of mooring, unmooring or moving have gone ahead and the mooring party called alongside are annulled, the mooring party are entitled to a remuneration equal to 50% of the tariff referred to in art. 1 and the relative additional charges as allowed for in art. 5.

Art.7

Should the mooring party be requested on board, as staff reinforcement, to assist in the mooring or unmooring or any other nautical support activity, they will be remunerated with €36,50 per person, for an operation lasting less than 2hrs. In the event of the operation lasting more than two hours, each person will be entitled to the sum of € 19.50 per hour or fraction thereof. These charges are subject to increase as provided for in Art.5 of this Decree.

Art.8

Bills not paid within thirty days of the date of their presentation to the ship or to the ships agent, will be subject to interest equal to the official current interest rates.

Art.9

The Decree No.1/2004 dated 19th February 2004 is repealed

Art.10

Transgressors of this present Decree will be punished under article 1173 of the Code of Navigation. It is obligatory to all concerned to observe and to make observed the present Decree.