

**MINISTRY OF TRANSPORT  
MARITIME DISTRICT OF PORTO TORRES  
HARBOUR OFFICE**

**ORDER N. 57/2006**

The undersigned Harbour-Master and Head of the Maritime District of Porto Torres,

- HAVING SEEN the ‘Government proxy for the introduction of the Euro currency’, law n. 433 of 17th December 1997;
- HAVING SEEN the Government Decree n. 213 of 24.06.1998: ‘Regulations for the introduction of the Euro currency in the national system’, issued under the Law n. 433 of 17 December 1997, Article 1, Paragraph 1 and later amendments to it;
- HAVING SEEN the European Council regulation n. 1103/97 of 17<sup>th</sup> June 1997, containing directives for the introduction of the Euro (G.U.C.E. n. 162 of 19.06.1997);
- HAVING SEEN the instructions issued on 11 October 2000 by the European Commission on the means to be implemented in order to facilitate the transition to the Euro currency;
- HAVING SEEN the Order n. 30/98 of 11.08.1998, issued by this Maritime District, as to the tariffs for **towage** and manoeuvring of ships in the roadstead and harbour of **Porto Torres**;
- CONSIDERING** that by 31.12.2001 all the existing prices expressed in Lira will have to be converted into Euro;

**ORDERS THAT**

**SOLE ARTICLE** The prices for the services specified in articles 1, 2 and 3 of Order n. 30/98 of 11.08.1998 are converted as follows from Lira to Euro: (1 euro = lire 1936,27)

**ART. 1**

(DELIBERATE OMISSION)

				LIRA		EURO	
<b>BOATS UP</b>	<b>TO</b>		<b>800</b>	<b>GT</b>	<b>249.000</b>		<b>135,03</b>
<b>FROM</b>	<b>801</b>	<b>TO</b>	<b>1.200</b>	<b>GT</b>	<b>329.000</b>		<b>178,41</b>
<b>FROM</b>	<b>1.201</b>	<b>TO</b>	<b>2.500</b>	<b>GT</b>	<b>707.000</b>		<b>383,40</b>
<b>FROM</b>	<b>2.501</b>	<b>TO</b>	<b>4.000</b>	<b>GT</b>	<b>780.000</b>		<b>422,98</b>
<b>FROM</b>	<b>4.001</b>	<b>TO</b>	<b>6.000</b>	<b>GT</b>	<b>1.110.000</b>		<b>548,25</b>
<b>FROM</b>	<b>6.001</b>	<b>TO</b>	<b>7.000</b>	<b>GT</b>	<b>1.179.000</b>		<b>639,35</b>
<b>FROM</b>	<b>7.001</b>	<b>TO</b>	<b>8.000</b>	<b>GT</b>	<b>1.292.000</b>		<b>700,62</b>
<b>FROM</b>	<b>8.001</b>	<b>TO</b>	<b>9.000</b>	<b>GT</b>	<b>1.405.000</b>		<b>761,90</b>
<b>FROM</b>	<b>9.001</b>	<b>TO</b>	<b>10.000</b>	<b>GT</b>	<b>1.519.000</b>		<b>823,73</b>
<b>FROM</b>	<b>10.001</b>	<b>TO</b>	<b>11.000</b>	<b>GT</b>	<b>1.632.000</b>		<b>885,00</b>
<b>FROM</b>	<b>11.001</b>	<b>TO</b>	<b>12.000</b>	<b>GT</b>	<b>1.745.000</b>		<b>946,28</b>
<b>FROM</b>	<b>12.001</b>	<b>TO</b>	<b>13.000</b>	<b>GT</b>	<b>1.925.000</b>		<b>1.043,89</b>
<b>FROM</b>	<b>13.001</b>	<b>TO</b>	<b>14.000</b>	<b>GT</b>	<b>1.975.000</b>		<b>1.069,37</b>
<b>BOATS UP TO</b>	<b>14.001</b>	<b>TO</b>	<b>15.000</b>	<b>GT</b>	<b>2.085.000</b>		<b>1.211,30</b>

,  
All boats over 15.000 G.T. will be charged an additional 114.000 lira (58.88 Euro) per every 1.000 GT excess or fraction of it.

**ART. 2****(DELIBERATE OMISSION)****293.000 Lira****151,32 Euro****per service hour****ART. 3****(DELIBERATE OMISSION)**

				LIRA	EURO	
BOATS UP TO		1200	GT	460.000	249,45	
FROM	1201	TO	2500	GT	1.046.000	567,22
FROM	2501	TO	4000	GT	1.140.000	618,20
FROM	4001	TO	6000	GT	1.500.000	813,42
FROM	6001	TO	7000	GT	1.737.000	941,94
FROM	7001	TO	8000	GT	1.914.000	1037,93
FROM	8001	TO	9000	GT	2.072.000	1123,61
FROM	9001	TO	10000	GT	2.250.000	1220,13
FROM	10001	TO	11000	GT	2.407.000	1305,27
FROM	11001	TO	15000	GT	2.487.000	1348,65
FROM	15001	TO	20000	GT	2.565.000	1390,95
FROM	20001	TO	25000	GT	2.645.000	1434,33
FROM	25001	TO	30000	GT	2.719.000	1474,46
FROM	30001	TO	35000	GT	2.804.000	1520,56
FROM	35001	TO	40000	GT	2.885.000	1564,48
FROM	40001	TO	45000	GT	2.967.000	1608,95
FROM	45001	TO	50000	GT	3.038.000	1647,45
FROM	50001	TO	55000	GT	3.130.000	1697,34
FROM	55001	TO	60000	GT	3.212.000	1741,80
FROM	60001	TO	65000	GT	3.294.000	1786,27
FROM	65001	TO	70000	GT	3.377.000	1831,27
FROM	70001	TO	75000	GT	3.464.000	1878,46
FROM	75001	TO	80000	GT	3.552.000	1926,17
FROM	80001	TO	85000	GT	3.640.000	1973,90
FROM	85001	TO	90000	GT	3.727.000	2021,07
FROM	90001	TO	100000	GT	3.903.000	2116,52
FROM	100001	TO	110000	GT	4.078.000	2211,42
FROM	110001	TO	120000	GT	4.120.000	2234,19
FROM	120001	TO	130000	GT	4.429.000	2401,76
FROM	130001	TO	140000	GT	4.604.000	2496,66
FROM	140001	TO	150000	GT	4.780.000	2592,09

All boats over 15.000 G.T. will be charged an additional 130.000 lira (70,50) per every 10.000 GT excess or fraction of it.

Porto Torres, 28<sup>th</sup> December 2001

THE HARBOUR-MASTER  
CP

THE EXECUTIVE OFFICER  
CP

Original copy signed by  
the Harbour-Master

**ART. 4**

Towing services for boats with engines off are charged at an additional 30% (for all categories).

**ART.5**

Towing services carried out between 5.00pm and 8.00am are charged at an additional 30% (for all categories).

**ART.6**

All services carried out on a Saturday are charged at an additional 40%.

**ART. 7**

All services carried out on official holidays are charged at an additional 50%.

**ART. 8**

All services entirely or partially carried out between 12.00am and 13.00pm are charged at an additional 30%.

**ART. 9**

The mark-ups specified in articles 4, 5, 6, 7 and 8 are concurrent and may therefore be added to each other if applicable.

In the case of services carried out over a lapse of time that involves different tariffs, the tariff applied will be the one in force when the service began.

**ART. 10**

In the context of the present order, a towing service is to be intended as a one-hour service.

In the case of services lasting more than one hour, the tariff applied for any additional hour (or fraction of it) will be 50% less than normal price.

**ART. 11**

If, after reaching the applying ship, the tow-boat is not used within an hour, for reasons not due to the tow-boat itself, the applicant will be charged a 75% compensation on the tariff that was in force when the request was made. The request will then be cancelled.

**ART. 12**

The tariffs are for towing by ropes provided by the applying ship. If the ropes are provided by the towing boat, an additional 10% will be applied to the tariff.

**ART. 13**

All mark-ups or reductions are to be calculated on the standard tariff.

**ART.14**

If, after the issuing of the present tariffs, the CIP price of oil varies more than 15%, the tariffs will be proportionally adjusted and officially fixed by means of an order issued by this Maritime District.

The CIP price of oil will be checked every three months.

The reference value will be the oil price considered for the last tariff change.

**ART. 15**

Italian military ships will be charged a 50% rate for all services.

**ART. 16**

The present order, posted on the board of the Maritime District of Porto Torres, nullifies and replaces the previous order n. 33/95 issued on 06.07.95.

**ART. 17**

Any transgressor to the present order will be punished according to art. 1173 of the Navigation Law.

Porto Torres, 11.08.1998

THE HARBOUR-MASTER

True copy of the original document signed by  
the Harbour-Master

**MINISTRY OF TRANSPORT  
MARITIME DISTRICT OF PORTO TORRES  
HARBOUR OFFICE**

**ORDER N. 41/98**

The undersigned Harbour-Master and Head of the Maritime District of Porto Torres,

**PROVIDED** art. 5 of the ‘Regulations for towing service for boats in the Harbour of Porto Torres’, approved by a Ministerial Order of 24.03.1970 and subsequently modified through the M.O. of 21.03.1976;

**PROVIDED** his own Order n. 03/74 of 30.01.1974 which obliged the use of at least 1 (one) tow-boat for ships accessing and leaving the industrial harbour, until the completion of the works for the outer wharf and the **consortium** wharf;

**CONSIDERING THAT** the above mentioned order n.03/74 was in force for over twenty years, before being repealed in spring 1996 (although in fact it lost effect on 20.06.1995 with the construction of the outer wharf).

**CONSIDERING THAT** the range of the above mentioned order was extended because of indisputable reasons of safety in the industrial port;

**CONSIDERING** the existing administrative regulations which make towing services obligatory in all Italian harbours characterised by trading of oil products, chemicals or hazardous goods in general;

**CONSIDERING** the particular geographic position of the harbour of Porto Torres which makes these coastal waters extremely subject to bad weather all year round;

**CONSIDERING** the urgent need to restore an acceptable level of security in the trade of oil products, chemicals and inflammable and dangerous goods, as well as to regulate the minimum required use of towing boats for mooring and unmooring manoeuvres inside the industrial harbour of Porto Torres (A.S.I. dock, Enichem landings and landings of the carbon pipeline;

**HAVING CONFERRED** with the Steersmen Association of the harbour of Porto Torres;

**PROVIDED** Articles 17, 62 and 81 of the Navigation Law and article 59 of the related Enforcement Regulations;

**ORDERS THAT**

**ART. 1** In both the industrial and civilian harbours of Porto Torres at least 1 (one) tow-boat must be used for all ships over 2000 GT carrying oil products, chemicals or inflammable/hazardous goods.

ART. 2 The obligation concerns mooring and unmooring manoeuvres in general, as well as manoeuvres at the Enichem landing n. 1 (previously called SIR) and affects the following categories of boats:

<b>GT</b>	<b>MOORING</b>	<b>UNMOORING</b>
From 2000 to 5000	1	1
From 5001 to 20000	2	1
From 20001 to 60000	3	2
Over 60000	4	3

(not obligatory at the landing for dry products)

The above mentioned guidelines specify the minimum number of tow-boats of adequate power required for operations carried out in good weather conditions and with no other possible obstacle.

ART. 3 ANY transgressor will be prosecuted according to the Law and considered responsible, under the penal and civil Codes, for any damage deriving from the breach of the present order. Unless the offence caused is more serious, they will be punished according to article 1174 of Navigation Law;

ART. 4 The military personnel of the Maritime District of Porto Torres, and all officers of the Criminal Police are entrusted with enforcing the order.

Porto Torres, 12.09.1998

THE HARBOUR-MASTER  
and **LIEUTENANT (CP)**

True copy of the original document signed by  
the Harbour-Master