

**REGION OF TUSCANY
MARITIME COMPARTMENT OF LIVORNO
MUNICIPALITY OF PISA**

“PORTO DI PISA”

INTERNAL REGULATIONS OF THE MARINA

SUMMARY

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DEFINITIONS AND INTRODUCTION

Ownership: the Company which owns the areas and holds the public maritime concession : Boccadamo Porto di Pisa S.p.A.

Public maritime concession: the formal deed, Public Records archive n. 55362, folder n. 252, stipulated on 17th May 2019.

Operator: the party providing for the direction and organization of the harbor structure, as well as its ordinary and extraordinary maintenance.

User: the natural and legal persons who make permanent and/or temporary use of the mooring and/or of any other property or service inside the marina or which, is inside the marina area for any reason whatsoever.

Personnel: all parties employed in the management and/or maintenance activities of the Marina.

Marina Management: the designated body for the planning, coordination and supervision of Marina management activities.

Competent Maritime Authority or Maritime Authority: the Harbor Office of Livorno.

Mooring: the expanse of water facing the jetty or wharf placed at the User's disposal.

Jetty: the structure inside the marina , built on piles, intended for the approach and mooring of craft, delimited by a gate.

Wharf: the structure inside the marina delimiting the internal perimeter of the harbor basin, intended for the approach and mooring of craft.

Maneuver Channel: all channels inside the Marina allowing the man oeuvre and shifting of craft and access to moorings.

Evolution basin: the area inside the marina basin intended for turning maneuvers and changes of course.

Harbor Mouth: the entry to the basin of protected waters

Outer harbor: the circular area between the Harbor Mouth and the mooring areas.

GENERAL RULES

Art. 1 – Purpose of the regulations

These regulations are issued in compliance with the clauses and provisions contained in the Agreement stipulated with the Municipality of Pisa and in the Public Maritime Concession, and regulate and coordinate harbor activities inside the marina Boccadarno Porto di Pisa.

Art. 2 – Application

Ownership and Users must comply with these regulations, with the rules of the Navigation Code, with the Regulations governing maritime navigation and with the general rules governing pleasure craft navigation, as well as with the conditions contained in the deed of Public Maritime Concession.

Art. 3 - Changes to the Regulations

These regulations may be changed, supplemented and up-dated by the Ownership particularly for the purpose of further ensuring the safety, efficiency and functionality of the marina, subject always to the approval of the Maritime Authority.

RULES RELATING TO MARINA ACTIVITIES

Art. 4 – Management of Marine Activities

The Ownership provides for the management of the harbor either directly and/or by entrusting all or part of the services to a third party (Operator) in accordance with art. 45bis of the Navigation Code. The Operator must operate in compliance with the terms of these Rules, of the deed of Public Maritime Concession, of the Navigation Code and its regulations.

Art. 5 – Management Activities

The Ownership, either directly or through the Operator, will provide for the following services:

- a) Cleaning of the inner and outer waters included in the Concession;
- b) Cleaning of the harbor areas and collection of waste/garbage from both on board and ashore;
- c) Anti-pollution services
- d) Emergency measures, taking all appropriate steps – in agreement with the Maritime Authority - to handle the situation
- e) Control of compliance by Users with the mooring plan approved with the Public Maritime Concession;
- f) Assignment of moorings to units in transit
- g) Mooring/unmooring assistance
- h) VHF radio service and assistance
- i) Fire control services

- j) Water, electricity and sanitary services and their maintenance
- k) Security service in respect of communal areas
- l) Ordinary and extraordinary maintenance of installations, fittings, green areas and harbor structures
- m) Illumination of the Marina and maintenance of maritime signals
- n) Fuel supply service
- o) Bilge water and sewage pumping service
- p) Weather forecast service
- q) Checking compliance by Users with these regulations and the rules of the Navigation Code, the relative Regulations governing maritime navigation and the conditions contained in the deed of Public Maritime Concession.

Art. 6 – Management and Personnel

The Ownership, either directly or through the Operator, shall appoint the management body. The Manager may be assisted by a Secretary or an Under-Manager.

Personnel shall carry out activities on the basis of instructions and orders given by the Manager.

Personnel shall wear a uniform or, in any case, an identity badge to allow them and their authority to be recognized.

Art. 7 – Duties of Management and Personnel

Management will provide for the planning, coordination and supervision of all services and activities pertinent to management, as per art. 5 herein.

To this end the Manager of the Marina shall plan and coordinate the use of technical resources and of the marina Personnel, who will be identifiable as such by means of an appropriate document and who will be recognizable from their uniform as selected by Management.

All parties carrying out professional activities within the marina area are subject to supervision by Management. Without prejudice to the duties of State supervisory bodies, On-Site Management and Personnel will ensure and check compliance with current regulations within the marina area.

For the purpose of compliance with these Regulations, Personnel may impart appropriate instructions to Users, which the latter shall scrupulously observe.

Art. 8 – Publicizing and compliance with the regulations

The Ownership, either directly or through the Operator, will arrange for these regulations to be publicized by placing a copy at disposal in the Management offices as well as by any other means considered appropriate.

Marina Users shall comply with the rules of behavior laid down in these Regulations, and shall be deemed to be aware of and accept the same.

Art. 9 – User’s responsibilities

Users shall strictly comply with the Law, with the provisions of these Regulations, with regulations regarding administrative obligations and customs, police and security regulations as well as orders imparted by Management.

Users shall also take all due steps to protect their property from theft, damage etc.

All units entering the harbor must be insured against civil liability, third party damage and fire risks.

Insurance policies must be produced on demand by Management who may request that the value - if considered inadequate - be increased.

In the absence of insurance or insufficient insured value Management is entitled to refuse access to the harbor.

Art. 10 – Limitation of Liability

Neither the Operator nor the Ownership will be liable for damage caused to Users or to third parties by other Users and/or third parties. Neither the Operator nor the Ownership shall be liable for any theft which may occur within the marina area, on board craft, from vehicles or from buildings inside the marina itself.

Likewise they are not liable for the theft of craft, vehicles, motorbikes, bicycles or any other objects or parts, nor for damage to persons or things inside the marina area caused by persons who are not in the Marina’s employ or by things or animals not owned by the Operator or Ownership.

NAVIGATION IN MARINA WATERS

Art. 11 – Entrance and exit from the marina – navigation in marina waters

Entry into the harbor is permitted only to seaworthy pleasure craft, i.e. craft able to safely navigate considering the type and model of the unit itself. Units which are damaged or in difficulty must request the assistance of the marina, which will arrange for marina-owned craft to supply the necessary assistance for entering the harbor and mooring. Craft other than pleasure craft are authorized to enter the harbor only in the case of force majeure or on the basis of particular conditions or agreements with the Public Administration.

Entry into the harbor is authorized by the Maritime Authority and/or Management.

During entry/exit maneuvers and shifting within the marina area craft must:

- a) Follow the centre of the access channel
- b) Present their starboard side if crossing other craft
- c) Respect a safety distance of 1.5 times their own length if travelling on the same course
- d) Maintain a safe speed so they can act appropriately and efficiently to avoid collisions and to be able to stop within a distance appropriate to the circumstances (Reg. 6 ColReg. 72-law 27.12.1977 n. 1085) and in any case of not more than 3 knots (5.5 km/h or 1.5m/sec)
- e) Give way to exiting units.

It is prohibited for craft, boats and wind surfers to sail in the harbor waters or within 300 meters of the marina mouth using only sails.

Speed trials are prohibited within 1000 meters of the mouth of the marina (ditto).

Exiting units must pay the maximum attention to units exiting or entering the Arno River and must respect the rules of maneuver and precedence of the ColReg.

During nocturnal navigation inside the marina lights must be used as prescribed by ColReg.

Art. 12 – Documentation to be produced

After mooring the craft in the assigned area all Users shall:

- a) Produce copies of the documentation proving ownership or right of use of the craft
- b) Produce ID documents and contact details of the owner or the skipper/master
- c) Deliver a copy of a currently valid license and qualification to skipper a pleasure craft
- d) Prepare and deliver a list of persons authorized to access and use the craft
- e) Produce and deliver copy of the policy covering civil liability, third party damages and fire risks.

Art. 13 - Maneuvers by craft

All maneuvers inside the marina shall be carried out in full compliance with instructions given by Management, which may order the shifting of boats and/or moorings where necessary in case of emergency, for reasons connected to the operation of the harbor or by order of the Maritime Authority.

Where the owner of the craft and his employees are absent, or refuse to comply, Management may take the necessary steps using its own personnel and under its own responsibility.

Art. 14 – Liability of the marina Operator in respect of man oeuvres by craft

The Operator's liability is limited to damage caused by its own personnel, with the exclusion of that arising from the use of nautical craft in assisting in mooring/unmooring operations.

These latter man oeuvres are carried out under the orders and responsibility of the skipper of the assisted craft. In no instance may claims be accepted for damage to craft, things and/or persons on board or in marina areas as a result of sea/weather conditions, fire, sabotage, vandalism, attacks or events caused by ships and/or craft of whatever tonnage owned by third parties.

Art. 15 – Moorings

There are 354 moorings inside the marina. Five of these remain at the disposal of craft in transit; and two at the disposal of the Public Authorities, as specified in the mooring plan approved under the deed of Public Maritime Concession as subsequently modified. Each change to the mooring plan represents a variation of the deed of Public Maritime Concession and is subject to approval subsequent to the prescribed procedure.

Units in transit, i.e. craft which do not have an allocated mooring but intend to use that part of the marina reserved for public use and who have not reached prior agreement with Management for the assignment of a mooring at the current rate, shall not hinder the transit of other craft until such time as they are assigned a mooring – if available – and have received the necessary instructions and orders. The duration of their stay

must be indicated on arrival in the mooring application and may not be for more than 72 hours save in cases of proven necessity or situations of force majeure; otherwise, units may extend their stay only for as long as there are moorings for public use available.

Art. 16 – Rules regarding moorings – identification and use of mooring berths

Mooring berths are marked with a number indicating the jetty or wharf and numbered consecutively. Number plates are placed in plain view on the front of the mooring.

Allotted or reserved moorings are listed in a register kept at the Management office, with details of the User and the name and size of the boat. Users must give immediate notice of any changes to these details and shall not moor anywhere other than in their reserved mooring place.

In order to permit correct mooring and not to hinder transit in the access channels, craft must not exceed by more than 5% the length and width of their respective category.

In the case of failure to respect the foregoing conditions all costs will be charged to the User, who will also be liable for payment of the tariff for the mooring to which the craft is transferred.

The User may make full use of the mooring allotted to him and the Operator will arrange for it to be kept available even in the case of the User's prolonged absence, unless Management is instructed otherwise (temporary ceding, rental, use etc.) by the User.

Art. 17 – Register of vessels in transit

The marina Operator will maintain a register of craft in transit in its offices. The register shall indicate the type of craft, the owner, the time of arrival and departure and the mooring assigned.

Art. 18 – Mooring instructions

Save in the case of force majeure no units may drop anchor inside the harbor area. Units shall moor only at the appropriate bollards and catenaries and are liable for any damage caused to same.

It is forbidden to moor using the catenary lifting ropes. Each boat owner must use his own sinkable ropes and lines which will be of adequate diameter and in excellent condition, to be secured to the catenaries. Users are responsible for the safe mooring of their units.

Well-functioning fenders must be positioned of an appropriate size and number to prevent damage to the boat itself and to other pleasure craft. The use of fender fits is advised.

Fittings which protrude overboard are forbidden.

Mooring side-to-wharf will only be allowed subject to the approval of the marina Manager.

In the case of short absences, the gangway must be retracted or raised; in the case of prolonged absence it must be completely retracted.

Gangways must be appropriately lit at night.

Where moorings are considered to be inadequate, the marina Management may order them to be strengthened at the expense of the User.

Art. 19 – Bunkering

Bunkering of craft larger than 24 meters must be carried out by appointment with the marina Management.
Supply by means of jerry-cans on the wharf is strictly prohibited.

Art. 20 - Cooperation

The User, the crew or the party safe-guarding a craft shall not hinder man oeuvres by other units and shall not refuse to cooperate or move further away or closer to the mooring or do anything else which may serve to facilitate the movements of other craft.

Art. 21 – Mooring in safety

All units entering the harbor shall be fully capable of mooring safely and be in compliance with orders issued by the competent Maritime Authority.

In the case of reasonable doubt to this effect, Management may request that the competent Maritime Authorities carry out inspections on board the craft.

Prior to leaving the marina, especially in the case of prolonged absence, Users leaving moored shall ensure that all lines and ropes are in excellent condition and fully able to function for the duration of that absence. Users shall also provide their contact details or those of a caretaker.

If a craft appears abandoned or at risk of sinking or causing damage to other nearby craft or equipment, the User and/or the caretaker will be immediately notified to resolve the problem. If this is not done within the time allowed or if the matter becomes urgent the boat will be hauled ashore at the owner's cost and expense, without prejudice to any claims against him.

It is forbidden to start up propellers while the boat is moored.

Save in exceptional and proven circumstances it is forbidden to start up the main or auxiliary engines to carry out trials or to recharge batteries. Should Management authorize main engines to be run the unit must be equipped with appropriate protection on the outer openings for the discharge of cooling water to prevent it being directed towards other craft.

Art. 22 – Maintenance of the moorings

Should the Operator order maintenance work on the moorings or other underwater repairs Management will place appropriate signals or flags. Units in motion must move outside the marked areas.

Art. 23 - Sunken units

Should a unit sink inside the harbor or in or in the vicinity of the outer harbor, the owner shall remove or dismantle the wreck following receipt of the approval of the marina Management and the permission of the Maritime Authority.

Art. 24 – Prohibitions

The following items are forbidden:

- use of open flames or blow torches
- turning in the outer harbor
- the slinging, discharge or detention of dangerous goods on board
- washing craft with drinking water. Only water unsuitable for drinking, dispensed by the water distribution pumps, may be used for this purpose
- the use of floodlights and sound signals inside the port unless strictly necessary
- the use of water scooters or any activity or behavior causing a disturbance of the peace.
- any work which may disturb or annoy other Users, saving specific authorization from Management failing which any such work must be carried out in the areas reserved for the purpose
- bathing/swimming in marina waters and at the Harbor Mouth
- the collection of clams or other shellfish and fishing, including underwater fishing, regardless of equipment.
- entering the water – in the vicinity of craft – for inspections, work or repairs. These activities may be carried out only by specialized personnel acknowledged and authorized by Management and subject to the permission of the Maritime Authority
- leaving on-board equipment (tarps, gangplanks, lifejackets, dinghies etc) or any other sort of object or materials on the wharfs, piers or jetties or any other area not specifically used for storage or utility
- dirtying jetties during work or painting
- showering on jetties or wharfs
- washing dishes or clothes or hanging washing on the jetties
- washing vehicles inside the marina areas.

In the case of failure to comply Management may arrange for the removal of the objects and the cleaning of the area at the User's cost and expense.

Moored craft shall be kept clean and tidy. Should this directive be ignored for an extended period of time and in spite of a specific order to the User and his employees, Management will arrange for external cleaning and the related costs and expenses will be for the User's account.

The fine for failure to respect the foregoing prohibitions is € 200 and the relevant parties shall be obliged to refund the Operator for any damage resulting from their conduct.

The use of radar inside the marina is forbidden.

Art. 25 – No dumping overboard

The dumping of bilge water, sewage, waste/garbage of any nature whatsoever, liquids, water used for washing craft, rubble or anything similar within the area of the marina, either in the sea, on the wharfs, on the piers or jetties, is forbidden.

Rubbish/trash must be placed in the appropriate containers in the marina; these containers must always be kept

well-secured.

Liquid waste (sewage, bilge and spent oil) shall not be kept on board but must be discharged into the appropriate containers following the procedures established by Management, with the assistance of marina personnel and in compliance with the relative regulations.

The toilets on shore shall be used for personal needs unless the unit is fitted with specific equipment for the collection of sewage on board.

The fine for failure to respect the ban on discharging liquids and rubbish overboard is € 500 and the relevant party shall be reported to the competent authority for unauthorized dumping.

Art. 26 – Rules for pet owners

Domestic pets are allowed inside the marina for the time required to embark or disembark them; they must always be kept on a leash. All necessary precautions must be taken to prevent the presence of pets disturbing or annoying Users. Pet owners must remove any dirt or excrement produced by their pets.

Failure to respect these rules will entail a fine of € 200.

Art. 27 – Ban on commercial activities

No business, advertising, professional or craft activities may be carried out inside the marina, either on board or involving the use of craft, with the exception of activities directly related to the marina itself and authorized by Ownership to be carried out in the designated areas.

RULES RELATING TO SERVICES

Art. 28 – Services – General Rules

The Operator shall provide the services indicated in articles 4 and 5 of these regulations.

Users, whether stable or in transit, may make appropriate use of the aforesaid services and of all other services provided by the Operator subject to payment of the appropriate charge.

The Operator will arrange for the supply of drinking and non-drinking water, electricity and a phone line, if requested, to Owners of reserved moorings, subject to an increase to cover distribution costs.

These services are covered by the exclusivity clause provided by art. 1567 of the Civil Code.

In the case of failure by the User to pay the charges for the aforesaid services, the Operator and, on his behalf, the marina Management, will be entitled to suspend the service until such time as User settles his account; in the case of Users with reserved moorings due notice shall be given by means of a letter sent by recorded delivery.

Users shall pay the relevant amounts due in relation to the supply of fuel and similar, the provision of comforts, technical assistance and ship's supplies.

Art. 29 – Users in transit

Users in transit may make appropriate use of the services described and of all other services provided by the Operator subject to payment of the charges approved by the Maritime Authority.

Art. 30 – Shipyards and outside firms

Boccadamo Porto di Pisa S.p.A. uses firms operating under special agreement for the assistance, repair and refitting of craft.

In special cases, at the request of the User, Management may authorize services of this nature by other legally licensed firms.

Entrance into the marina of any means of hoisting not specifically authorized by Management is prohibited.

The Operator is entirely extraneous to the relations between the parties involved.

Art. 31 – Sanitation

The toilets located inside the sea walls, along the promenade and in the vicinity of the village are for the sole use of mooring Users. Each set of toilets is also provided with a public toilet with disabled access.

RULES RELATING TO ACCESS TO THE MARINA AREAS AND TO INTERNAL CIRCULATION

Art. 32 – Pedestrian access

The general public is allowed access to and use of all pedestrian footpaths inside the marina, the village mall and the wharves. Access to the jetties is prohibited for reasons of public safety and for the privacy and comfort of Users, although the public is allowed to make use of the marina areas.

Public access to the wharves is allowed between 0900h and 2100h.

For safety reasons access to the head of the under and over-billow breakwaters, as well as to the surrounding rocks, is forbidden.

Art. 33 – Vehicle access and parking

The maximum permitted speed for vehicles, motorbikes and bicycles is 15km/h; the rules as to right of way and careful driving must be respected, as must all road signs and markings.

Access for vehicles is at the northern pier where marina Personnel supervises access.

The southern entrance to the marina is usually closed to vehicles but may be opened for access by emergency services and by vehicles specifically authorized by Management.

Vehicle access to the inside of the marina is allowed for:

1. Holders of reserved parking spaces
2. Ownership and Operator employees
3. Public Authorities
4. All parties specifically authorized by Management, depending on availability of parking spaces

5. Clients of marina businesses and production activities, depending on availability of parking spaces
6. All parties granted specific permit by Management for the purposes of loading or unloading, of equipment or vehicles or goods.

All parties authorized as above will be provided with a permit which must be shown on the vehicle windscreen. In order to drop off persons or luggage all marina Users may access with their own vehicles, trailers or other towing vehicles up to the point nearest to their boat or to the building in question as indicated by Management, after which the vehicles must be parked in their allocated parking areas.

Traffic inside the port is limited solely to those routes and in those areas indicated by road signs and markings. Numbered parking spaces, marked out with white lines, are reserved for mooring Users. Each vehicle is assigned a reserved parking space.

A permit is given to holders of reserved parking spaces indicating the number of their parking space.

Management keeps a register listing the parking spaces numerically and indicating the name of the Users to whom they are reserved.

Each vehicle must only park in its reserved numbered space.

Similar instructions apply where parking spaces for special vehicles and trailers for craft are made available.

The Operator also provides short term parking areas indicated with vertical signs (for public use).

These parking spaces, intended for short term parking for visitors and suppliers, are marked with blue lines.

If vehicles park longer than the permitted time and/or when vehicles are parked improperly or in unauthorized areas Management will have them removed at their owners' cost or will apply wheel clamps.

Removal or clamping will be carried out by Management or marina personnel without notice.

Vehicles will be removed to a dedicated area inside the premises owned by Boccadarno Porto di Pisa S.p.A. or will be taken to a garage outside the marina area, and the vehicle owner will be charged for the transfer and storage.

Art. 34 – Lock-up garages

Users must keep their lock-ups tidy and in good condition and arrange for any internal repairs which may become necessary.

The Operator is liable for maintenance of the lock-up rolling shutters and for the outer facades. The posting of notices or signs on the rolling shutters is forbidden.

Painting the rolling shutters (including on the inside), tampering with them in any way or dismantling them to any extent is forbidden.

The User must use the lock-up at his disposal solely for the purpose for which it is intended. In any case activities not permitted by Law and activities which may disturb neighbors are not allowed.

RULES RELATING TO SECURITY AND SURVEILLANCE

Art. 35 – Security services

Management provides a security and emergency service which covers the entire harbor area and is active 24 hours per day by means of terminals and closed circuit cameras with watch guards.

Art. 36 – Bad sea/weather conditions

In compliance with the orders of the Harbor Office Supervisory Committee, access to the sea wall wharves and to the jetties may be closed in particularly extreme weather conditions in order to ensure the safety of Users and visitors.

Art. 37 – Fire control regulations

In compliance with the provisions of the Public Maritime Concession the Operator shall provide an appropriate organization, equipped with both fixed and mobile systems, with specialized personnel able to intervene in the case of fire or serious pollution.

In such circumstances Management has the widest powers and its orders must be immediately obeyed.

Moored craft must in any case comply with the following precautionary and general instructions and Management may at all times ask the competent Authority to carry out inspection on board and to adopt measures in the case of failure to comply:

- 1) Where fuel is spilt onto the water or wharfs the responsible party must immediately advise Management and promptly take all possible steps to restrict and limit the damage and must inform personnel on nearby craft and anyone else near the spot.
- 2) Before turning on petrol engines the User must aerate the engine compartment.
- 3) Before mooring Users must check that there are no fuel residues in the bilge and no leaks into the water.
- 4) The boat's electric systems must be perfectly functioning and maintained.
- 5) Fuel supplies to craft must be carried out solely from the fuel service station pumps inside the harbor. Any other form of supply, even partial, within the harbor area is forbidden, whether by means of mobile tanks brought alongside, in receptacles of any kind or any other system whatsoever. In the case of absolute necessity (total lack of fuel, systems under repair, etc.) the interested party must ask for specific authorization from Management in respect of any quantity or service whatsoever.
- 6) Compartments on board containing liquid gas cylinders must be adequately ventilated.
- 7) On-board extinguishers must comply with current regulations, be sufficient in number and in good working order.
- 8) In the case of fire on board the boat's personnel and those of nearby craft must immediately do all possible to fight the flames and at the same time must warn Management as quickly as possible so that Management can advise the competent Authority and the fire brigade of the emergency in order

that the necessary steps may be taken; proper fire alarms must be used and, if at all possible, the telephone.

Management, at its discretion, may immediately unmoor the burning craft and distance it from the harbor. The costs involved for interventions consequent on fire, as provided by this article, are for User's account as is the refund of damages caused to third parties or to the marina furnishings and installations.

RULES RELATING TO RUBBISH/GARBAGE COLLECTION

Art. 38 – Rules for rubbish/garbage collection

Containers for solid waste collection are located at the jetty gates and in appropriate areas selected by Management.

Management promotes recycling and provides containers for glass, plastic and cans, paper and spent batteries. Users must take the waste produced on their craft to the containers. It is not permitted to clutter wharf, jetty or shore areas with refuse, bags or production scraps/waste even on a temporary basis.

The shipyard operator, fuel supply station operator and all workmen in general must dispose of spent oils and any other materials in compliance with current regulations governing the sector, and must dispose of special waste as provided by law.

QUALITY AND ENVIRONMENTAL QUALITY MANAGEMENT

Art. 39 – Management aims

The Operator promotes and implements all procedures necessary to guarantee compliance with the requirements of environmental and quality management systems with a view to the definition, supervision and improvement of services and environmental quality.

FINAL RULES

Art. 40 – Infringement of regulations

Infringements of the regulations will be immediately reported to Management which, if the infringement is of a legal or administrative nature, will advise the competent Authority.

Without prejudice to any measures taken by the competent Authority in respect of the infringement in question, the Operator may take specific steps against the User, apply any fine specifically provided by these Regulations and, in the case of Users in transit, may demand that the boat and/or the parties responsible leave the marina.

Art. 41 – Disputes

Any disputes involving private law which may arise in respect of the interpretation or execution of these Regulations will be put before an Arbitration Panel consisting of three members, one chosen by each of the parties who, by common agreement, will choose the third, who will act as Chairman; failing agreement the Chairman will be the Chief of the Maritime Compartment competent for the territory. The Arbitrators will judge in fairness and also as mediators, dispensing with formality. Their decision will be final and binding. The Tribunal of Pisa is the sole court competent to deal with any and all disputes not referable to Arbitration.

Art. 42 –Validity

These Regulations will come into force and become effective upon their final approval by the Maritime Authority and by the Municipality of Pisa in compliance with art. 19 of the Public Maritime Concession stipulated between the Municipality of Pisa and Boccadarno Porto di Pisa S.p.A. on 19th May 2010.

Port of Pisa - Safety Standards for Mooring

The following notes integrate and not replace the Internal Regulations of the Marina

Moorings

- Once you have reached your berth and stopped the boat, it is important to proceed first to the recovery of the bow line, allowing to the boat to move away from the dock leaving the stern lines and then get closer again using at your choice: the engine, winch, or simply by arms, if it is possible.
- Tension the bow line, leaving the stern very far from the dock: any damage to the dock, to the lights or to the service columns and any other harbor structure or equipment caused by the boat is in full responsibility of its Owner or its Captain. As a check of the seal, you can give the engine back and evaluate how much the stern approaches.
- It is recommended to use good quality lines, by an appropriate diameter.
- For a correct mooring, it is recommended to use springs that limit the lateral movement and the use of damping systems that preserve the integrity of the lines and of the equipment.
- It is recommended to pay particular attention to the cableways: some models are absolutely inappropriate.
- In case of usury, protect the lines with sleeves or hose clips.
- We do not recommend the stern mooring with sealed rubber, because it hinders to the mooring men to getting out the boat in case of necessity and also wears the line very quickly.
- Fenders are a very important aid, a minimum of at least three each side is recommended for recreational units up to 15 mt in length
- For the fender's choose, it is preferable that the stern and bow fenders are of spherical shape, while the central ones are the normal cylindrical ones. Socks for fenders are recommended.
- Particular care is recommended when connecting fenders to the dragons and / or to the paddles. We advise each Shipowner to write the name of the boat on the fenders.

Deck

- Leaving the deck in order means less risk of damage in case of strong wind.
- It is important to fix the objects that can fly away, tighten the sails, and lock the paddles.
- It is recommended to tie the mainsail on the boom and make a tie on the bow. Check that the awnings are well-tensed and in good condition.

Verify

- Before leaving the boat, we suggest the following checks: check if there is suspicious water in the bilge, insert the automatic bilge pump, shut the seals, close the gas cylinder, turn off all utilities except the battery charger.

Insurance limits

- Each user is responsible for the safety of their boat and of the way it is moored. The Marina personnel carry out periodic inspections during the working hours and intervenes for the safety of boats and moorings but is not responsible for any damage.
- The Port insurance covers any damage to the boats only in case of breaking of the dead bodies and chains, not for the broken mooring ropes.
- Insurance covers boats only if they are of a size that corresponds to the berth category or lower category.

In case of accident in the Porto Turistico di Pisa area, the Shipowner authorizes Porto di Pisa to communicate his insurance data and his reference at any third parties who together with him are actively or passively involved in the claim.

For any kind of clarification or technical support, dock or office staff remains at your disposal.

General Provision on Waste Collection in the Porto Turistico di Pisa

The Porto Turistico di Pisa is organized to manage the separate collection of waste in respect of the relative Regulations. Users of the Porto Turistico di Pisa are obliged to rigorously apply the Port Regulations (art. 38)*, the current General Disposition and any further Management Dispositions on the matter. The Management reserves the right to limit or prohibit access to the port for any transgressors.

Users in any title, even if occasional and transitory, of the Porto Turistico di Pisa, including possible companies providing services and/or working on the pleasure boats present in the marina, will be civilly, administratively and criminally liable - together with the Owners of the same boats - for possible infringements related to the present Disposition.

Containers for the collection of solid urban waste are positioned at the docks and, in any case, in the appropriate spaces identified by the Management. The Management promotes differentiated waste collection, setting up - among other things - special containers for waste collection in compliance with the pro-tempore regulations in force. Users are obliged to dispose of urban waste produced on pleasure boats in the appropriate containers, respecting the differentiation required by the reference regulations and the instructions on the outside of the containers provided. **Users are also obliged to notify the Management of any dangerous and special waste that requires dedicated storage and disposal.**

It is forbidden to obstruct, even temporarily, the dock spaces, piers and land areas with waste, packaging, processing residues and other solid and/or liquid materials of any kind and nature. Any non-urban waste shall be disposed of by the producer, unless otherwise agreed in writing (also by e-mail) between the Owner and Porto Turistico di Pisa. Any materials that are abandoned in breach of this disposition will be disposed of by Porto Turistico di Pisa with costs to be paid by the producer, jointly and severally with the Owner; in such cases, a supplement of € 200.00 plus VAT will be due in favour of Porto Turistico di Pisa for each type of waste to be disposed of.

Any companies providing services and/or work on the yachts present in the marina, but not previously authorized to enter the harbor by the Management, shall be automatically considered liable, jointly and severally with the Owner of the same yachts, for any abandonment of materials during their presence in the harbor. They shall be charged with the charges and surcharges referred to in this Provision.

*** Extract from the Regulations of the Porto Turistico di Pisa- Art. 38 - Rules for rubbish/garbage collection**

Containers for solid waste collection are located at the jetty gates and in appropriate areas selected by Management.

Management promotes recycling and provides containers for glass, plastic and cans, paper and spent batteries.

Users must take the waste produced on their craft to the containers. It is not permitted to clutter wharf, jetty or shore areas with refuse, bags or production scraps/waste even on a temporary basis.

The shipyard operator, fuel supply station operator and all workmen in general must dispose of spent oils and any other materials in compliance with current regulations

ACCESS REGULATIONS / TRANSPONDERS TOURIST PORT OF PISA

Vehicle and docks access within the Marina is allowed to all Authorized Persons to whom we give a specific transponder and/or chip.

Access and parking in the port area must be in compliance with the Regulations of the Tourist Port of Pisa published on portodipisa.it and properly using the areas designated for this purpose.

Authorized persons are given, a specific transponder for utilities and dock access and/or a chip/card for parking access:

- the transponder and the chip/card can be collected only at the Port Offices (during opening hours) upon payment of a deposit of € 20.00 for each, refundable within one month from the end of the Contract;
- remote controls for the opening of the pier A gate (access allowed only to the owners of the places on A and authorized Users) can be collected only at the Port Offices (during opening hours) upon payment of a deposit of € 50.00 for each, and issuance of the credit card as guarantee, returnable before the departure of the pleasure craft and after verification of functionality at the time of return;
- any firms that require entry to the parking area in the area of Pier A must be authorized by the Management, after verification of the requirements for the activity they intend to carry out;
- each transponder and/or chip/remote control is personal, numbered, not transferable to third parties;
- the chip/card/telecom is usable for the simultaneous entry of only one vehicle;
- loss and/or damage and/or misuse of the transponder and/or chip/card/remote control will result in the loss of the deposit;
- vehicles entering and stationing in the North Pier garage area must not exceed 2.10 m in height;
- vehicles accessing and stationing in the port area must comply with canons of safety and decorum deemed appropriate at the sole discretion of the Management; failing this, they may be made to be removed at the expense of the owners and/or holders and/or those who procured their access.

Misuse of the access authorization will result in the unconditional blocking of the transponder and/or chip/card, the charging of any stops, and compensation for any further damages found by Management.