**REGULATION**

**OF SAFE MOORING/UNMOORING PROCEDURE**

**FOR CONTAINER VESSELS AT THE PORT FACILITY OF NEW SEMPO/PCT**

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**CHAPTER 1**

**INTRODUCTION**

The Port Facility of the New Container Terminal of the Port of Piraeus (hereinafter "NEW SEMPO") is a terminal for loading, unloading and transshipment of containers, located in Neo Ikonio of the Municipality of Perama Attica and on the North side of Keratsini Bay. It consists of Piers II & III and their berths and exclusively serves container ships, which operate international voyages.

The N. SEMPO Port Facility has been granted by the Piraeus Port Authority (PAA) to the Piraeus Container Terminal company. (PCT single member S.A.) with a contract which has been ratified by the Greek State with the law 3755/2009 (Government Gazette A΄ 52 30-03-2009) for a period of 35-42 years. The company PCT single member S.A. is a subsidiary of COSCO SHIPPING Ports Limited (CSPL).

**CHAPTER 2**

**PURPOSE**

PCT single member S.A. considering that:

1. the provision of "towage operations" is mandatory for container ships that sail to - depart from, piers II and III of the NEW SEMPO port facility,

2. the quality of the provided port services, which includes mooring/unmooring operations, is a primary factor in the safety of human life and maritime traffic, the protection of the marine environment and the infrastructure of the NEW SEMPO port facility,

3. in accordance with the provisions of par. 5.a of article 9 of the P.D. 83/2022 (Government Gazette Α΄ 229), "the bodies to which belong all kinds of exploitation and management of ports, facilities, businesses, buoys, terminals and platforms... issue a regulation for safe mooring / unmooring .... ...of those obliged to tow ships ..." issues this Regulation, the purpose of which is to determine:

• the minimum requirements - specifications of the port tugs, which are used for the mooring and unmooring of the towed container ships at piers II and III of the "NEW SEMPO" port facility, managed by PCT single member S.A.,

• the minimum used number of them per arriving/departing ship and

• the minimum traction force (Bollard Pull) required per container ship, depending on their size and propulsive and propulsion capabilities,

in order during the provided towing operations, to ensure the safety of navigation and the protection of human life and the marine environment, the safety of the crews and the safety of the infrastructure of the present port facility as well as of adjacent/neighboring port facilities.

For the determination of the above requirements of the port tugs, the provisions of the P.D. were mainly taken into consideration P.D. 83/2022, the provisions of no. 3232.1/01/93/93 of the Decision of the Minister of Shipping / General Port Regulation No. 1 (Government Gazette B' 336/1993) and the findings of a study, which was carried out pursuant to Article 9 of the Presidential Decree. 83/2022 (Government Gazette A΄ 229), additionally taken into consideration:

• The particularities and characteristics of the port facility,

• The zoning configuration of the port facility "NEW SEMPO",

• The usually prevailing weather conditions,

• The density of maritime traffic,

• The type and characteristics of ships and their cargoes that normally approach the facility,

• The technical characteristics and additional maneuvering capabilities of container ships.

**CHAPTER 3**

**DEFINITIONS**

For the purposes of this Regulation, the following are defined:

1. Port Τug: Every tug vessel that meets the conditions of the General Port Regulation No. 1 (Government Gazette B΄336/1993) as currently in force and the provisions of the P.D. 83/2022. Every tug that is provided with a certificate of compliance with the legal requirements of the Port Authority for carrying out port towing operations.

2. Towing operations: All kinds of services offered by the port tugs, mainly the towing, mooring of vessels arriving at the "NEW SEMPO" port facility and unmooring of vessels departing from the port facility and any other assistance (e.g. shifting) in ship docked within it.

3. Static Traction Force (Bollard Pull): The maximum pulling ability of a tugboat, at the maximum continuous power of the propulsion system, which corresponds to the force exerted through a towing cable on a fixed bollard on land, usually expressed in metric tons (tons) or (kN).

4. "NEW SEMPO" Port Facility: The area referred to in Chapter 1 of this Regulation, where a ship/port connection takes place, for the purpose of handling containers to or from container ships and providing port services to them.

5. Length Overall (L.O.A.): The length between the outermost points of the bow and stern of the ship. It is measured parallel to the rudder and does not taken into consideration any protrusions of the rudder or stringer or cantilever.

**CHAPTER 4**

**SCOPE / FIELD OF APPLICATION**

The requirements of this Regulation apply:

• To port tugs which provide all kinds of towing operations to container ships with a Greek or foreign flag that sail to or depart from Piers II and III of the port facility "NEW SEMPO".

• And by extension, container ships with a Greek or foreign flag, which sail to or depart from piers II and III of the port facility "NEW SEMPO" and which are mandatorily subject to towing.

**CHAPTER 5**

**MINIMUM REQUIREMENTS OF PORT TUGS**

The port tugs which are active at piers II and III of the "NEW SEMPO" port facility, providing mooring and unmooring /towing operations to container ships, must meet the conditions of the General Port Regulations as defined in articles 1, 24 and 6 of the 'No. 3232.1/01/93/93 of the Decision of the Minister of Shipping and the provisions of articles 3 to 7 PART A and par. 4 of article 9, of the P.D. 83/2022 (Government Gazette A' 229), where they concern.

Furthermore

• The tug companies that provide towing operations at the "NEW SEMPO" port facility must apply the Safe Management Code (ISM) and hold the required certificates.

• The Bollard Pull Test certificate of each port tug that will be active at piers II and III of the port facilities "NEW SEMPO", must have been issued after 12/12/2022, i.e. publication date of P.D. 83/2022 (Government Gazette A' 229) in the Government Gazette and in accordance with its written provisions.

• The use of trailers with a pulling power of less than 25 tons is not allowed.

• After 01/01/2026 the use of port tugs with one (1) propeller is not allowed.

**CHAPTER 6**

**MINIMUM NUMBER AND MINIMUM BOLLARD PULL DURING THE PROCESS OF MOORING AND DELIVERY OF VESSELS**

The following requirements of Tables 1 to 1c. concern:

• On the minimum number of port tugs to be used

• To the traction force (Bollard Pull) required to be provided by the port tug(s) used during the mooring, unmooring process, at piers II and III of the port facility "NEW SEMPO", of the container ships, depending on their size, the existence or not on them (ships) of forward propulsion propellers (bow thrusters) and wind intensity during towing operations.

**Table 1.**

Minimum number of tugs and required tractive force during towing operations, on vessels not carrying bow thrusters, in weather conditions of 4 BF (7 m/sec) wind intensity.

 **MOORING UNMOORING**

|  |  |  |
| --- | --- | --- |
|  | **(Ships with no bow thrusters)** | **(Ships with nο bow thrusters)** |
| **Category of vessels****(L.O.A.)** | **Min. number of tugs during the arrival** | **Required Bollard Pull (Tons)** | **Min. number of tugs during the departure** | **Required Bollard Pull (Tons)** |
| **until 130 m.** | **1** | **25 tons** | **1** | **25 tons** |
| **130-180 m.** | **1** | **35 tons** | **1** | **35 tons** |
| **181-250 m.** | **2** | **50 tons** | **1** | **50 tons** |
| **251-294 m.** | **2** | **75 tons** | **2** | **65 tons** |
| **295-350 m.** | **3** | **100 tons** | **2** | **90 tons** |
| **351-400 m.** | **3** | **110 tons** | **3** | **100 tons** |

For ships 390-400 m long. if they carry more than 21,000 TEUs and do not carry bow propulsion propellers, when sailing, the minimum number of tugs is set at three (3) and the required pulling force at 130 tons and respectively when sailing, is set at three (3) and the required pulling force at 120 tons.

**Table 1a**

Minimum number of tugs and required pulling force during towing operations on vessels carrying bow thrusters, in weather conditions of wind intensity up to 4 BF (7m/sec)

 **MOORING UNMOORING**

|  |  |  |
| --- | --- | --- |
|  |  **(Ships with bow thrusters)** |  **(Ships with bow thrusters)** |
| **Category of vessels****(L.O.A.)** | **Min. number of tugs during the arrival** | **Required Bollard Pull (Tons)** | **Min. number of tugs during the departure** | **Required Bollard Pull (Tons)** |
|  **until 130 m.** | **1** | **25 tons** | **1** | **25 tons** |
| **130-180 m.** | **1** | **35 tons** | **1** | **35 tons** |
| **181-250 m.** | **2** | **45 tons** | **1** | **45 tons** |
| **251-294 m.** | **2** | **60 tons** | **2** | **60 tons** |
| **295-350 m.** | **2** | **85 tons** | **2** | **75 tons** |
| **351-400 m.** | **3** | **95 tons** | **2** | **85 tons** |

For ships 390-400 m long. if they carry more than 21,000 TEUs and carry bow propulsion propellers, when sailing, the minimum number of tugs is set at three (3) and the required pulling power at 105 tons and accordingly when sailing, it is set at two (2) and the required tractive force to 95 tons.

**Table 1b**

Minimum number of tugs and required tractive force during towing operations, on vessels not carrying bow thrusters, in weather conditions of wind intensity of 5 BF (10 m/sec).

 **MOORING UNMOORING**

|  |  |  |
| --- | --- | --- |
|  | **(Ships with no bow thrusters)** | **(Ships with no bow thrusters)** |
| **Category of vessels****(L.O.A.)** | **Min. number of tugs during the arrival** | **Required Bollard Pull (Tons)** | **Min. number of tugs during the departure** | **Required Bollard Pull (Tons)** |
| **until 130 m.** | **1** | **25 tons** | **1** | **25 tons** |
| **130-180 m.** | **2** | **50 tons** | **2** | **50 tons** |
| **181-250 m.** | **2** | **90 tons** | **2** | **90 tons** |
| **251-294 m.** | **3** | **120 tons** | **3** | **120 tons** |
| **295-350 m.** | **4** | **190 tons** | **3** | **140 tons** |
| **351-400 m.** | **4** | **215 tons** | **3** | **160 tons** |

For ships 390-400 m long. if they carry more than 21,000 TEUs and do not carry bow propulsion propellers, when sailing, the minimum number of tugs is set at four (4) and the required pulling power at 250 tons and respectively when sailing, is set at three (3) and the required pulling force to 170 tons.

**Table 1c**

Minimum number of tugs and required tractive force during towing operations on vessels carrying bow thrusters, in weather conditions of wind intensity of 5 BF (10 m/sec).

 **MOORING UNMOORING**

|  |  |  |
| --- | --- | --- |
|  |  **(Ships with bow thrusters)** |  **(Ships with bow thrusters)** |
| **Category of vessels****(L.O.A.)** | **Min. number of tugs during the arrival** | **Required Bollard Pull (Tons)** | **Min. number of tugs during the departure** | **Required Bollard Pull (Tons)** |
|  **until 130 m.** | **1** | **25 tons** | **1** | **25 tons** |
| **130-180 m.** | **1** | **35 tons** | **1** | **35 tons** |
| **181-250 m.** | **2** | **60 tons** | **2** | **60 tons** |
| **251-294 m.** | **2** | **85 tons** | **2** | **75 tons** |
| **295-350 m.** | **3** | **120 tons** | **2** | **85 tons** |
| **351-400 m.** | **3** | **145 tons** | **2** | **95 tons** |

For ships 390-400 m long. if they carry more than 21,000 TEUs and carry bow propulsion propellers, when sailing, the minimum number of tugs is set at three (3) and the required pulling force at 180 tons and accordingly when sailing, it is set at two (2) and the required tractive force at 105 tons.

For wind intensity above five (5) on the Beaufort scale, the possible use of tugs in excess of the specified number, as well as the required total pulling power of the tugs, as indicated in the above tables 1 to 1c, is the responsibility and responsibility of the ship's master , who, taking into account the opinion of the navigator, decides on them, taking into account the needs of safe towing and in particular the maneuverability of the ship, its loading condition, the prevailing weather conditions and in general the particularities, the topography of the port facility NEW S.EMPO" and the additional technical capabilities of the tugs to be used and the ship to be towed.

PCT S.A. may not allow the execution of towing operations on a ship, if it is established that the provisions of tables 1 to 1c of this article are not complied with.

**CHAPTER 7**

The date of entry into force of this Regulation is set at 12/31/2023, the date that port’s tugs must fully comply with the provisions of the P.D. 83/2022.