

INTERNAL REGULATION PUBLIC MARINAS OF SERRE-PONÇON

ARTICLE 1 – PURPOSE

- 1.01 This regulation is intended to define the general terms and conditions which are subject to the rental of moorings and anchorage in the public marinas of Serre-Ponçon, as well as those relating to traffic and parking in its structure. The sites covered by this special regulation remain managed by the Mixed Union of Planning and Development of Serre-Ponçon (SMADESEP) or by its concerned managers, duly delegated to do so.

ARTICLE 2 - LOCATION OF FACILITIES

- 2.01 The public port facilities are divided by two perimeters of different management:
- A perimeter conserved and directly managed by the SMADESEP is situated in the commune of Rousset and Savines-le-Lac. This equipment, due to its very small size (Rousset) or because of its proximity to the services of the Union (Savines-le-Lac) justifies a direct public management more legitimate than any other associative or sportive structure has ever been concerned by their operations. They also cover respectively a strategic importance for the SMADESEP, either by the downstream accessibility of the pond as by the operation of its services (parking technical boats on the pontoon of the Bay of Gendarmerie).
 - A perimeter proposed to a delegated management by concerned authority corresponding to the management and animation of a range of services relating to the development and promotion of recreational sailing or boating. This perimeter concerns the port installations of the Bay Chanteloube (Community of Chorges), Bay Saint-Michel (Community of Chorges), the Bay of Planet (Community of Prunieres), Port Saint-Pierre (Community of Sauze-du-Lac) of Chadenas and Chanterenne.
- 2.02 Each port facility has a ramp for launching boats of low draft

ARTICLE 3 - ASSIGNMENTS OF MOORING

- 3.01 The written applications of use (form available from the port manager) of port facilities are listed and numbered by order and date of production on computer records maintained by the Port Authority. Computer listing will be informed on the site to anyone who wants to know it.
- 3.02 The positions are assigned based on the availability and order of inscription on one of the two following waiting lists:
- List A governs the allocation of 2/3 of the moorings; the inclusion on this list is for petitioners requesting the renewal of a lease granted in year n -1, this list is closed at 31 / 12 of the year n -1, the non-reserved moorings at this day are then transferred on list B
 - List B governs the allocation of one third of the moorings, starting from the 1st of January of the year of exploitation.
- 3.03 The following criteria are globally applied to these waiting lists:
- 20 % of moorings of each port area are reserved for non-seasonal lease contracts (granted from June 1 to September 30) ;
- For the port of Prunieres, 1/3 of the commercial moorings at the dock is reserved for petitioners living in the Community Prunieres until June 1 of each year of exploitation, the petitioners will be required to add notices of property or housing tax to their registration application, the free places left after this deadline are freely marketed.
- 3.04 Petitioners must be aged 16 or more
Each location on pontoon or mooring is identified on the site by a letter or number.
- 3.05 When his request is accepted, the user is assigned, by lease, a mooring with a number set by the port authority. However, all moorings have an ordinary character and in order of the needs of the exploitation, the assigned place can be changed.
Assigning a location to a user for his boat is strictly personal. The loan and subletting of a mooring is strictly prohibited. A holder of a place can in no way rent a boat for his mooring.
In case of sale of a ship, the docking place concerned may in no circumstances be the object of a transfer of right from the holder to the new owner. Lease or sub-lease of boats moored in the harbor is strictly prohibited, unless special provisions written down by agreement or rental contract of guarantee of use underwritten by the SMADESEP and, if delegated management, by the port manager.

- 3.06 This agreement or rental contract of guarantee of use of a mooring or anchorage holds the authorization delivered by the Port Authority to enhance the mooring, leased by means of an economic activity.

ARTICLE 4 - ADMISSION OF BOATS IN THE PORT

- 4.01 The use of the marina is reserved for pleasure boats, the access is only allowed to seaworthy boats. Access may however be allowed for boats in danger or damaged condition, for a limited stay, justified by the circumstances.
The port agents may prohibit access to the port for boats which entrance could compromise the safety, preservation or proper exploitation of the port facilities
Any boat in the port must be kept in good state of maintenance, buoyancy and security and have full autonomy.
- 4.02 The boats are only allowed to park in the port, regardless of the duration of their stay, when the owner has purchased the lease contract (and provided, if needed, the international certificate of pleasure boat) and an up to date insurance certificate.
The insurance must cover at least the following risks:
- Damage to port structures, whatever their nature, by boat or by users; bailing out and wreck removal in case of shipwreck inside the port and access channel,
 - Both physical and material damage to third parties within the port, including those arising from the burning of the ship and its reserve fuel released on the water.
- 4.03 Only the lease contract by the port manager confers a right to use the port facilities to its beneficiary.
- 4.04 Any contract not returned, initialed on each page and signed on the last page within 15 days of the date of establishment, with its payment to the Port Manager and the photocopy of the insurance contract, will be considered null and void. To enable the identification of boats moored in the harbor, the occupant of a mooring must ensure that the maritime area initials and the registration number of the boat are well on each side of the hull for boats with an engine power greater than or equal to 4.5 kW and for sailboats of 5 meters or more.
In case of absence, the owner is required to notify the port authority the name, address and telephone number of the person designated as custodian of the boat,
- 4.05 Boats that are attached are docked in the marina without the permission of the port agents can be removed at the expense and risk of the owners and placed immediately in pound. In cases where the boat has no external identification sign, the boat will be automatically impounded.
To the price of to the impound the normal fee per day for mooring will be add

ARTICLE 5 – ABSENCE OF BOAT

- 5.01 In case of absence of a boat for more than 48 hours, the user holding a mooring must inform the manager who will retain his position for his return, otherwise, the boat will be considered to have left its mooring definitely. The location will be considered vacant and will be relet, without giving any refund.

ARTICLE 6 - NAVIGATION IN PORTS AND ACCESS CHANNEL

- 6.01 The boats crew must conform to the orders of the port agents and take, while making maneuverings, the necessary measures to prevent accidents.
The maximum speed of the boats in the passes, access and port channels is set at 3 knots, 5km/hour.

ARTICLE 7 - MOVEMENT OF BOATS

- 7.01 The boats can navigate inside the port only to enter, to leave, to change of mooring or to go to a filling or repair station.
In the port area, boats must use the propulsion offering maximum maneuverability and safety to enable them to operate in the best conditions. Sailing maneuvers are prohibited, except in special cases.

ARTICLE 8 - MOORING AND LIFTING ANCHOR

- 8.01 Except in cases of absolute necessity, it is forbidden to moor in the access channels and in a general way in the harbor waters with the exception of areas designated for that purpose.
The boats which, in case of absolute necessity, have to drop their anchors in the port must immediately notify the Port Manager, ensure signage and proceed to lifting as soon as possible.
Loss of material in all port waters (anchors, chains, outboard motor, fishing gear ...) must be reported without delay to the port manager. Lifting of lost

equipment is immediately undertaken under the responsibility and costs of the owner.

It is forbidden to moor or strand boats within the administrative boundaries of the marina without authorization and for any duration whatsoever.

ARTICLE 9 – MOORING

- 9.01 The boats are moored under the responsibility of the users, according to seamanship and respecting the special requirements that can be asked by their port agents.
Only the organs specially established for this purpose on the facilities can be used for mooring. Users should verify the robustness of mooring installations and their own mooring. They will retain full responsibility for the moorings they conduct themselves on these facilities.
Mooring lines should be in good condition and of sufficient section.
The use of sharp gaffs and buoys is prohibited. The mooring on the public pontoons of Serre-Ponçon is generally established from docking arms or "catway". It must be using ropes adapted to the size and weight of the boat (10 mm of minimum diameter) and consist of two spring lines in the front, 1 forward spring line, and 1 aft spring line, a mooring pattern is available near the port manager. Mooring with chains is strictly prohibited.
The non-respect of these instructions or the use of used ropes involves changing the mooring by the port manager, at the owner's expense and without the release of his liability.
- 9.02 On the pontoon moorings, each boat must be fitted out, on both sides, with adequate defenses for its own protection and that of the neighboring boats. All damage due to the absence of these defenses or their failure is the responsibility of the boat owner.
Vehicle tires are strictly prohibited for the protection of boats. The putting of defenses on the pontoons, catwalks or mooring arms is prohibited unless approved by the Manager.
- 9.03 The tidal range of the reservoir claims adjusting the chain length connecting each mooring buoy to its anchor. Responsible for its mooring, the user is also responsible, under the supervision of the port manager, for this setting that determines the quality of its water park. To this purpose, a snap link in each mooring dispositif on buoy allows maneuvers of chain recovery necessary to the reductions or increases in water level.

ARTICLE 10 - MOVING AND MANOEUVRE BY ORDER

- 10.01 The port agents must be able, at any time, to require the owner of the boat, or in case of lack, the custodian appointed by him, to move the boat; the owner or custodian of a boat can not refuse to take or to cast off a hawser or any mooring to facilitate the movements of other boats.
- 10.02 If necessary, all precautions required by the port agents must be taken, and especially doubled moorings. Any movement or maneuver judged necessary by the port authorities will be made as soon as possible.

ARTICLE 11 – EMERGENCY POLICY

- 11.01 The port agents may at any time require the owner or custodian of a boat to perform any useful maneuver to the safety of persons or goods in the port area. However, in cases of emergency in which it is the only judge, the Port Authority reserves the right to intervene directly on the boat to proceed to any useful measure. During these operations, the responsibility of the port authority can't be sought in case of damage to the boat of the owner.
- 11.02 The port authority will ask refund, to the owner of the ship, all costs incurred by it in the interest of the boat or generated by the attributable damage to the state or to the abnormal condition of the boat.

ARTICLE 12 - CONSERVATION OF THE PUBLIC DOMAIN

- 12.01 The port users can not modify the port facilities at their disposal. They are responsible for the damage they cause to these facilities. Any violation of these facilities will result in the responsibility of the author who will ensure the damage he has caused, without prejudice to the contravention of public road which will be given to him.
- 12.02 Users are required to report immediately to port agents, any damage they see at the port facilities available to them, whether caused by themselves or not. The damage will be repaired at the expense of the persons, who have caused them.

ARTICLE 13 - NON-AVAILABILITY OF PORT FACILITIES- TIDAL RANGE

- 13.01 If one, some or all of the elements constituting the floating structure should be forbidden to operate or taken away for repair, the port authority must inform the users by mail or phone 8 days in advance. In this case, the user of a mooring is not entitled to any compensation. It is priced, at the outset of his contract, month by month, week by week, day by day up to that tariff, which may not be exceeded.
- 13.02 Similarly, in cases where due to the operation of the reservoir of Serre-Ponçon by EDF, the water level of the reservoir would make mooring impossible, the user of a mooring is priced without special refund from the outset of his contract, month by month, week by week, day by day up to that tariff, which can not be exceeded.
The user is as such required to inform the evolution of the coast of the lake that directly impacts the conditions of proper use of the mooring which he reserved. This information is available at EDF, the SMADESEP and the port manager.
- 13.03 In case of absolute necessity, the port authority will not be responsible for damage or destruction to boats caused by the dismantling or the total or partial loss of floating installations.

ARTICLE 14 - CLEAN WATER AND PORT FACILITIES

- 14.01 It is forbidden to throw rubbish, waste, unsanitary liquids or any materials in the port waters. Any spillage of trash or hydrocarbon waste, whatever kind, is strictly forbidden and liable to legal proceedings. Containers provided for this purpose are at disposal in waste reception centers present on the territory of Serre-Ponçon.
- 14.02 It is forbidden to put earth, rubbish, garbage, unsanitary liquids or any materials on the port facilities. It is forbidden to make any deposit, provisional or not, of garbage on the port facilities. These must be placed in containers provided for this purpose on the land fill of the port.
Distribution of advertising in all its forms (vehicles, boats ...) is forbidden inside the concession of the Port.

ARTICLE 15 - DANGEROUS MATERIALS

- 15.01 It is forbidden to throw rubbish, trash, unsanitary liquids or any materials in the port waters. Moored boats should not have on board any dangerous or explosive material other than fireworks or regulatory machinery, and fuels for their use. Facilities and devices for these fuels must comply with the Regulation for the boats of that category.
Access to the port of vehicles carrying dangerous goods is subject to the express prior authorization of the port authority.

ARTICLE 16 - RESTRICTION ON THE USE OF FIRE

- 16.01 It is forbidden to light a fire on the docks, pontoons, land fills and port facilities as well as on the decks of boats at anchor, and to have light with fire.
To avoid danger of explosion, it is illegal to have an open flame near flammable products in a poorly ventilated room.
- 16.02 It is forbidden to smoke on all the public pontoons of Serre-Ponçon.

ARTICLE 17 - SECURITY ON THE USE OF WATER AND ELECTRICITY

- 17.01 Boats may remain under voltage only in the presence of a person on board. Heaters, lighting and electrical installations must comply with the Regulation for boats according to their category, as well as the connecting elements between the installations and the distribution terminals of the port.
- 17.02 Extenders of connection must comply with the Regulation and equipped with an earth connection.
- 17.03 Water supply points of moorings can be used only for consumption on board. Excluded are uses not related to boats?
- 17.04 The water hoses must be fitted out with a pistol grip.

ARTICLE 18 - LAUNCHING OF BOATS

- 18.01 The launching and pulling ashore of pleasure boats are permitted at slipways, ramps and port facilities reserved for this purpose.

ARTICLE 19 - PARKING OF BOATS

- 19.01 Boats and their annexes must not stay longer on the facilities and land fill of the port then time requires for their launch or pulling ashore, except in areas reserved for this purpose. For all parking for more than 4 hours may be claimed, by the port authorities taxes or fees provided for this purpose.

- 19.02 Any parking on the slipways is forbidden.
- 19.03 Boats and their annexes may in no case be parked on the land fill and parking of the Port, unless special authorization.
- 19.04 No deposit, or any business transaction, no matter the kind, is permitted without the express permission of the port authority, on the pond and available land fill.
- 19.05 In any case, the port manager will not incur any responsibility in case of theft, crime, vandalism or caused accidents to boats parked in those areas or during transport or to vehicles parked on the authorized place or by their removal. It will be the same for damage caused to third parties by these boats and vehicles.

ARTICLE 20 - WRECKS AND DILAPIDATED OR DISARMED BOATS

- 20.01 Owners of boats unable to navigate and with risk to leak or to cause damage to surrounding buildings and structures are required to proceed without delay to their rehabilitation or removal.
- 20.02 Owners of stranded or sunken wrecks are required to remove or to destroy them immediately. Otherwise, the port agents may send a notice to the owner granting a delay to perform the necessary operations. If the work is not done in time, the authority may conduct to the necessary operations, at the expense and the risk of the owner.

ARTICLE 21 - ACCESS FOR PEOPLE ON THE DOCKS AND BRIDGES

- 21.01 The access to floating bridges is restricted to port users and their guests. Any gathering of people on a bridge between two consecutive floats, likely to disrupt the stability of the facilities, or the circulation on this equipment is prohibited. In case of non respect of this prohibition, port agents can evacuate individuals and, if necessary, request to that effect public forces.
- 21.02 The port will not be responsible for accidents and their consequences that may occur to users and their passengers while passing on bridges or while embarking or disembarking their boat.
- 21.03 Dogs running on the floating bridges must be on leash.

ARTICLE 22 - TRAFFIC AND PARKING OF LAND VEHICLES

- 22.01 The traffic of motorized land vehicles is prohibited on all parts of the port other than roads, parking and land fills where this movement is expressly authorized. On land fills where the circulation of motorized land vehicles is allowed, parking is strictly limited to the spaces provided for this purpose, the time required for loading and unloading of materials, supplies or items needed for boats. It is especially forbidden except in cases of absolute necessity to begin to repair a vehicle.
- 22.02 Prolonged parking of any motorized land vehicle is only allowed on the parking and land fills reserved for this purpose. All parking on the slipways of launching is prohibited
- 22.03 Parking of motorized boats and boat trailers is prohibited outside the parking areas reserved for this purpose.
- 22.04 All land fills of the port are forbidden to trucks, vans, caravans and camping cars, as well as to construction vehicles in general and to all vehicles not equipped with pneumatic tires.
- 22.05 The Port Authority is not liable for damage to motorized land vehicles caused by third parties within the port area. Circulation and parking of vehicles is under the responsibility of the owner.

ARTICLE 23 - DUTIES OF GOOD NEIGHBOURHOOD

- 23.01 The requirements of good neighborhood at land are applicable to stays on board of boats. It is prohibited to undertake, on boats at moorings, works likely to cause nuisance to the neighborhood (especially motor testing or to make generators run).

ARTICLE 24 - WATER ACTIVITIES

- 24.01 It is prohibited to fish in port waters or in general from the port facilities. It is forbidden to swim and to practice water sports in the port, except in special cases. In such cases, the officials of nautical events are then required to comply with the Regulation and instructions that will be provided by the port authority for the organization and conduct of those events.

ARTICLE 25 - TERMS OF USE OF MOORING

- 25.01 The occupation of a mooring results from the payment of rent received by the port manager. The amount of the rent, which applies on an annual, seasonal, monthly, weekly or daily period, is determined in consideration of the nature

of the mooring (anchoring, location on pontoon) and of the services that are possibly present (water, electricity). These amounts are reported to the user by display.

- 25.02 The rent, always payable in advance, is together with the lease signed by both the user and the port authority manager. The payment is made or by hand delivered to the captaincy, or by check or by bank transfer or by postal to the account of the port manager.

ARTICLE 26 - LIABILITY OF THE PORT

- 26.01 The Port Authority ensures general supervision of the port. However, it has no quality of custodian or guardian of boats and goods in the port area. The Port Authority is therefore not liable for damage to boats of third parties during parking or navigation of boats in the port area. In no case the port will be sought during the execution of secondary services that the user can assign to third parties. These third parties will be required themselves, as any other user, to comply with this Regulation.

ARTICLE 27 - REGISTER OF COMPLAINTS

- 27.01 A register is held in the port office, referred by the port authority to receive complaints or comments from people who have complaints to make, against the port authority, or against its agents.

ARTICLE 28 – VIOLATIONS OF THIS REGULATION

- 28.01 Violations of this Regulation will be made by a statement by officials entitled to verbalize.
- 28.02 In case of non-respect of this Regulation, the port agents will take all necessary measures to stop the offense. Non-respect of the obligations contained in this Regulation can drive the port manager to remove the parking permit that was granted to a boat. In case of withdrawal of this authorization, the full rent already paid by the users, regardless of the expiration of the period in question, will be retained by the port manager. The owner of the boat will then proceed to the removal of the boat within 8 days counting from the notice by registered letter with acknowledgment of receipt by the port manager. If the boat owner doesn't comply within the time limit, the port manager will proceed at the expense and risk of the owner, the removal operations of the boat, to put it impounded.
- 28.03 During the parking of the boat in the impound area, the boat remains in the custody of its owner. The responsibility of the port authority may not be sought in case of damage to the boat in the impound area. Parking in the impound area will result in the payment of a specific fee. To the money owed to the putting in impound (established by Vote of the Union Committee) will be added the amount of rent for the duration of daily passenger occupancy costs. Proceedings may be brought against the owner if he takes his boat out of the impound before being authorized by the port services. The boats will be released only when the owner has complied with all amounts due. 28.04 The port manager reserves the right, in case of non-respect of this Regulation, to derogate from the provisions of Article 3.02 (Affection post) by excluding the offending user, temporarily or definitely, to the benefit of the use of public moorings at Serre-Ponçon

ARTICLE 29 – ADVERTISING

- 29.01 The fact of entering the marina or its annexes, to request the use of its facilities or to use them, implies for each person the knowledge of this Regulation and the commitment to comply to it. A copy of this Regulation will be permanently displayed in a very visible place in the marina.