



RULES AND REGULATIONS OF THE PORT OF ROANNE

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RULES APPLICABLE IN THE PORT OF ROANNE

CHAPTER 1

RULES APPLICABLE TO ALL USERS OF THE PORT

REFERENCE :

This ruling has been drawn up in conformity with the specifications of concessions of the Voies Navigables de France and port regulations in effect on the day of writing.

DEFINITIONS :

- **Concessionaire** : refers to Suez
- **Agent of the Concessionaire** : refers to any person mandated or employed by the Concessionaire to manage the Port.
- **Agent in charge of policing the Port** : refers to any person authorized to enforce administrative policing (employee authorized by the Concessionaire, state agents, gendarmerie,...)

PRELIMINARY ARTICLE – DEFINITION AND ATTRIBUTES OF THE CONCEDED ZONE

The area under private management includes :

- > the quays to a width of 2 meters the length of the basin.
- > the port including 3 docking quays : Quai Commandant L'Herminier, Quai Commandant Fourcauld, Quai de l'Isle.
- > a Capitainerie and toilet block.
- > a boat launching ramp and former dry dock area

ARTICLE 1 – PORT ACCESS – MANOEUVRES IN THE PORT

- 1.1 - Access to the Port is only authorized for boats in navigable condition less than 39 meters long (maximum length including overhangs) and drawing less than 1.50 meters, i.e. boats capable of making a voyage corresponding to the category, type and nature of the craft, except in the event of Acts of God observed by the Concessionaire or its Agents, subject to the condition that it does not endanger the conceded domain.
- 1.2 - The ship's captain must make himself known to the Agents of the Concessionaire at the time of his arrival and satisfy the formalities of usage.
- 1.3 - The admittance of other than that of a pleasure craft is unacceptable except under exceptional circumstances (refuelling or in the event of Acts of God approved by the Agents of the Concessionaire) or will have to be made the object of an approved agreement between the Concessionaire and the person responsible for said boat.
- 1.4 - All other methods of launching (craning, etc.) are subject to prior authorization by the

Concessionaire or its Agents.

- 1.5 - The Concessionaire's agents will decide on the order of entry and exit of boats in the port. The crews of the boats must conform to their orders and take all necessary measures to avoid accidents.
- 1.6 - The maximum speed of boats in the entire area under private management is fixed at 3 km/h (approximately 2 knots).
- 1.7 - Except in the event of immediate danger, there is no anchoring within the basin of the Port of Roanne.
- 1.8 - Manoeuvres in the Port are limited to those movements whose purpose is to come alongside and/or leave the quays, pontoons, and catwalks.

ARTICLE 2 – MOORING

- 2.1 – Mooring is strictly forbidden at the exit of the lock (on the right side) on the quay which has the outlet of the basin feeding into the canal, with the exception of mooring to quays or pontoons, and momentarily in certain exceptional cases agreed to by the Concessionaire.
- 2.2 – Boats can be moored under responsibility to their owners or their representatives only to bollards or other mooring fixtures available for this use in the port. Side-tie moorings are only allowed with authorization from the Concessionaire's Agents. The agreement of the owner or the owner's agent on which the mooring is doubled will be collected when possible.
- 2.3 - Reservations for mooring places will be taken when possible, and will be recorded at the time of receipt of the fee corresponding to the rate for the desired period.

2.4 - When absolutely necessary, and for technical or security reasons :

- the Agents of the Concessionaire must be able, at all times, to summon the crew or the person compulsorily designated by the owner of the boat, who must be capable of carrying out all manoeuvres asked of him.
- in the event of the owner's absence, the Agents of the Concessionaire are qualified to do whatever is necessary, i.e. relocate the boat without running the engine, without responsibility to clear said manoeuvres with the owner.

2.5 - The owner, crew, or owner's agent cannot refuse to take a hawser, nor can he refuse to let go his mooring lines to facilitate the movements of other boats.

2.6 - Subject to the prior written authorization of the Concessionaire, improvements can be made in order to facilitate the boarding of passengers or to indicate the Boarding Area.

These improvements will be carried out and maintained at the exclusive expense of the applicant and will have to be removed or modified with the same conditions, at the first request of Suez and at the end of the authorisation to moor.

ARTICLE 3 – FIRE PREVENTION AND STEPS TO TAKE IN THE EVENT OF FIRE

- 3.1 – It is forbidden to light a fire on the pontoons and port facilities and to have an open flame (except at mooring places equipped for this).

3.2 - Electrical installations for lighting, heating, and evacuation systems must conform to the rules in effect, at the risk of a prohibition against using them.

Connecting to the network in the conceded area must conform to the stipulations of the current rules. Agents of the Concessionaire are responsible for keeping watch.

3.3 - Moored boats must not keep any dangerous or explosive materials aboard other than the devices or regulatory equipment and fuel or combustible necessary for their usage. It is forbidden to smoke in parts of the boat where there are flammable products.

The installations or equipment unique to these fuels must conform to current regulations for ships according to their category and type.

3.4 - Boat owners must keep fire extinguishers conforming to the legislations in force aboard the vessel.

3.5 - In the event of a fire in the area under private management, boat owners or their representatives are prevailed upon to use their own extinguishers. In addition, they must take all safety measures stipulated by the Concessionaire or its Agents and strictly comply to them.

3.6 - In the event of an emergency call to the Fire Station on 18, boat owners are requested to identify themselves by referring to the nearest numbered lamppost located along the quays of the port from 1 – 29 (Map available at the Capitainerie).

ARTICLE 4 – WORK ON BOATS

No boat can be built or demolished in the area under private management.

It is forbidden for boat owners to make any improvements of fitting out or maintenance likely to create an inconvenience for other boat owners or the public. In particular, it is forbidden to use the quay and pontoons to carry out these works or to leave equipment and materials on them.

All noisy work or activities, in particular motor trials, are forbidden between the hours of 6 PM and 10 AM. Furthermore, users must avoid all noise capable of disturbing the neighbourhood except during the following hours :

Monday to Friday :	9:00 – 12:00	14:30 to 18:00
Saturday	10:00 – 12:00	15:00 to 18:00
Sunday and holidays	10:00 to 12 :00	

ARTICLE 5 – MAINTENANCE OF BOATS

5.1 – Every boat staying in the port must be kept in a good state of maintenance, floatability and safety.

If the Concessionaire or its Agents observe that a boat has been abandoned, or that it is in such a state that it could sink or endanger nearby boats and facilities, the owner (or his designated agent) will be given formal notice to correct the problem or slip the boat. If the necessary work is not carried out within the allotted time, the boat may be hauled out of the water at the owner's expense and risk.

In the event of non-appearance by the owner of the boat, the latter will be hauled out of the water at the expense and risk of the owner and without any liability by the Concessionaire or its Agents.

5.2 - If a boat sinks in the port or in a navigable pass, the owner or the owner's agent is held responsible for lifting or moving it at his expense, without delay, after being advised by the Agents of the Concessionaire on the way to execute the manoeuvre.

In the event of failure by the owner to act, the staff will take all necessary measures to expedite the operations, at the owner's expense and risk.

ARTICLE 6 - LIVING ABOARD

6.1 – Living aboard is subject to the control of the Concessionaire or its Agents in light of their port capacities.

6.2 - In order to avoid electrical overloading during the winter period, the number of boats using electricity for heating and being used as dwellings between 15 October and 15 April is limited subject to an increase in the electrical capacity of the installations.

In the event of too many boats, the Agents of the Concessionaire reserve the right to authorise or not the connection of electric heaters to the port's network. This measure being applicable only to the surplus boats.

6.3 - Post addressed to boats will be kept at the Capitainerie of the port for a period limited to one year and made available to the addressees without control or guarantee of any sort, except for the duty of basic discretion. Also, the existence of telephone messages will be posted at the Capitainerie on an outside panel intended for this purpose.

6.4 - It is forbidden :

- > to throw waste material, rubbish, household refuse, or rubble into the confines of the port.
- > to discharge insalubrious liquids and, in particular, hydrocarbons (diesel, fuel oil, heating oil, motor oil, lubrication oils, etc.).
- > to store on the quay any product capable of polluting the port waters.

Household rubbish must be deposited in the bins positioned around the conceded area for this purpose. It is forbidden to use the litter bins located along the quay's walkways.

In the event of failure to comply to these instructions, the offender will have to pay the penalties and expense of reclamation, without prejudice of criminal liability for him.

ARTICLE 7 – VEHICULAR TRAFFIC

Vehicle parking is only allowed in the car parks reserved for this purpose outside of the confines of the port.

Driving on the public access lanes of the port is limited to users of the port, and to a speed of 10 km/h, for the purpose of loading or unloading materials, supplies, or other items necessary to boats.

Vehicles, other than those belonging to the users of the port, can be exceptionally authorised to operate and to park following a request and the agreement of the Agents of the Concessionaire (for example, City of Roanne vehicles, removal trucks, ...)

Security vehicles (ambulances, fire trucks, police vehicles) are exempt from the need for any authorisation.

Supplies, fitting out materials, and other items coming from boats or destined to be loaded aboard boats

cannot stay on the quays, mooring pontoons, and public access lanes, except for the length of time necessary for their handling, or for a limited time previously agreed upon by the Agents of the Concessionaire.

It is forbidden to wash and/or repair an automobile anywhere in the entire concession area.

ARTICLE 8 – MODIFICATION OF FACILITIES – PERSONAL LIABILITY

8.1 - Users of the port cannot, under any circumstances, modify the port facilities put at their disposition. In addition, it is forbidden to mark in any way whatever one's mooring place, in particular in the event of absence.

Users are responsible for damage that they cause to these facilities.

Damage will be repaired at the expense of the people who caused it without prejudice to legal proceedings to be brought against them, if necessary, in conformance with the infraction.

8.2 - Boat owners are responsible, without recourse to the Concessionaire, for damages that, by negligence, mistake, or non-observance of the present rules and regulations, they cause to boats or the installations of other users of the port. Boat owners must have taken out, at a minimum, an insurance contract for personal liability for their boat and be able to provide proof of insurance when requested.

Users of the Port who sustain damage to their boats or installations by other users of the port, or by persons exterior to the port, will deal by themselves with any legal action they may have to take to get compensation for the damage caused to them, without any intermediary action of the Concessionaire.

ARTICLE 9 - SPORTS AND OTHER ACTIVITIES

An agreement on the occasion of events, sports activities, or other performances can be issued by the Concessionaire.

9.1 – The port basin can accommodate different activities such as boat handling classes; nautical sports training (in rowing, jousting, lifesaving boats); the rental of electric hire boats managed by the Concessionaire, etc.

Nevertheless, these boats lose all priority with regards to vessels moving in the interior of the basin.

9.2 - All abnormal use of equipment rented by the Concessionaire, at the risk of causing damage, and observed by an Agent of the Concessionaire can be cause for immediate interruption of the rental without reimbursement of the fee paid.

9.3 - The responsibility of the Concessionaire cannot be sought in the event of a failure to comply to the safety and security instructions cited in this regulation or presented to the users.

9.4 - The riding of bicycles by users or rented by the Concessionaire is authorized in all areas of the port.

ARTICLE 10 – QUAYS AND THE BASIN PERIMETER

It is forbidden for any user of the port, which is a public space, to :

- modify or touch the mooring lines of any boat,
- use any of the yachtsmen's services such as water or electricity distribution terminals,
- go aboard boats
- disturb the peace of the yachtsmen
- walk in the area close to the edge of the quay
- operate a scooter or other motorised two-wheeled vehicle
- camp in the port
- fish anywhere in the port, except in the area reserved for fishermen with reduced mobility
- walk on the pontoons

CHAPTER II

SPECIAL RULES APPLICABLE TO BOATS STOPPING OVER

(less than 21 days except with special stipulation of unique policy rules)

ARTICLE 11 – FORMALITIES

11.1 - On arrival in the Port, the boat can be temporarily moored to the quay or to a pontoon while the boat owner reports to personnel in the Capitainerie.

Mooring of a boat must be authorized on the premises by the staff of Suez managing the port.

11.2 - Each new arrival outside of business hours, as well as on Sunday and holidays, **must be reported by contacting the Capitainerie during opening hours** so that personnel can anticipate and allocate either the reserved mooring place or plan for a temporary mooring place.

Opening hours of the Capitainerie :

High Season : 9:00 to 12:00 and 14:30 to 18:30 from Monday to Saturday

Low Season : 9:30 to 12:00 and 13:30 to 17:00 from Monday to Friday

11.3 – Every boat entering the domain of the concession and stopping over must, upon arrival, make a declaration of entry to the port's office indicating :

- the name, characteristics, and the “l'acte de francisation” OR boat's registration number,
- the owner's name and address,
- the name and address of the owner's agent in the absence of the crew, and the contact details of the person appointed as the owner's representative,
- proof of insurance for the boat, removal of wreck expenses, and personal liability, at a minimum,
- the planned departure date

In the event of a modification of this date, a corrected declaration must be made without delay at the Capitainerie of the port.

The mooring fee will be payable in advance at the time of entry into the conceded area.

A departure declaration must be made with the Agents of Concessionaire at the time of final exit from the port.

The use of services offered by the Concessionaire are subject to :

- a request for information on uses from the Agents of the Concessionaire,
- prior payment of the corresponding fees,
- presentation of the equipment and premises offered.

These services concern the availability of :

- toilets and showers
- electrical terminals, frost-proof underground water taps, wifi, and are not limiting.

ARTICLE 12 – ALLOCATION OF MOORING PLACES

12.1 – The mooring place that each boat must occupy is fixed by the Concessionaire or its Agents, who are responsible for policing the port.

The appointment of mooring places is made, in the spaces marked, within the limit of available mooring places.

The Concessionaire or its Agents, however, are the only judges of the circumstances that might allow them to depart from this rule.

12.2 - Visits by boats stopping over are organised by the Concessionaire or its Agents, in conjunction with available mooring places.

The short-stay visitor must change his mooring place if, for policing or operations reasons, the move is requested by the Concessionaire and his Agents.

He must leave his mooring place at the first injunction of the Agents of the Concessionaire if, because of lack of room, the latter have made available a mooring place already allocated, but that was temporarily available.

12.3 - Visiting boats arriving outside of opening hours must moor on the guest dock, if space is available, to the exclusion of any other place.

ARTICLE 13 – MOORING ON THE GUEST DOCK

Mooring is limited to the time necessary for coming alongside to complete formalities, to fill water tanks, or to use electricity during a day stop.

CHAPTER III

SPECIAL RULES FOR LONG TERM STAYS (length of stay greater than that of a stopover)

ARTICLE 14 – FORMALITIES

AUTHORISATION FOR AN ANNUAL OR WINTER MOORING (6 months)

14.1 – Each new request for annual or winter mooring in the Port of Roanne must be made in writing after the 1st of January of the year concerned and renewed each year by post if refused. An information form (available on request at the Capitainerie) must be filled in and returned completed to the Capitainerie before the indicated date. This file will be placed on the Waiting List and authorisation to moor will be delivered (subject to availability) by post.

The mooring place allocated is neither a right, nor a title deed; it is delivered in one's personal capacity and cannot be rented or sold to another person. If necessary, it can be modified or withdrawn without any compensation.

14.2 - The request should be sent to :

Port de Plaisance
Capitainerie
22 quai Commandant Fourcauld
42 300 ROANNE

The duration of a mooring permit is limited to one year. Mooring permits are not renewable by tacit agreement. Every yachtsman must make the express request for renewal in writing, to the Capitainerie, and this should be done **three months** before the mooring permit expires.

In the absence of an express demand for renewal one month before the expiration of the mooring permit, the Concessionaire Suez Eau France will make a final attempt to contact the yachtsman to find out if he wishes to continue (or not) to moor in the port of Roanne. Lacking a response on the part of the latter within a one month period, there will be no renewal and the yachtsman will have to leave the premises.

ARTICLE 15 – FEES, USAGE, LATE PAYMENTS

15.1 – Applicable rates and tariffs are reviewed annually on the 1st of January by the Concessionaire. These rates are those appended to the existing specifications of the concession and will be posted at the Capitainerie of the port as soon as implemented.

15.2 - Each Occupant must pay his mooring fees within 15 days as from the date of the arrival of the invoice.

All payments by cheque should be made payable to the order of **Suez**.

15.3 - The allocation of EDF electrical boxes will be registered by the port personnel of the port and is limited to the number of terminals available. In the event of a permanent departure from the Port of Roanne, the owner of the EDF meter must cancel his EDF account and notify the Capitainerie of this change. It will be the responsibility of the port staff to proceed with a new

allocation.

The allocation of terminals that are property of Suez will be allocated with regards to mooring places and the amperage required and possible, according to the site : 6A, 10A, 16A.

Water use will be invoiced according to the number of people residing on the boat (Annual and Winter Moorings).

It is forbidden to connect directly to the network without the authorisation of the Concessionaire. The requirements of connections will be defined between the Concessionaire and the user at the beginning of the mooring permit.

15.4 - In the event of non-payment at their due date of amounts owing and after a reminder by the Concessionaire, the people owing the money must correct the situation with the Concessionaire within fifteen days, otherwise they must address a request to the Concessionaire who might propose an alternative payment plan.

After six months in arrears, or in the event of flagrant fraud, legal action may be initiated with the cooperation of competent administrative authorities.

15.5 - Every boat must conform to the current legislation concerning it, according to its category of navigation.

ARTICLE 16 – HOLIDAYS – SALE OF BOAT ON AN ALLOCATED MOORING

16.1 – All mooring permit holders must inform the Concessionaire of their absence at the Capitainerie, each time they vacate their mooring place. This declaration will specify the anticipated date of return.

- Without this declaration, the Concessionaire will assume that the mooring has been vacated until a new notification and will be able to use it until the return of the Occupant.

16.2 - If a boat moored in the port is sold, the seller must make a declaration to the Concessionaire as soon as the sale is concluded.

In the event of the sale of a boat, the mooring place concerned cannot, under any circumstances, be transferred.

The Concessionaire might possibly be able to allocate another mooring place to the sold boat, subject to availability.

CHAPTER IV

SPECIAL RULES FOR THE USE OF PUBLIC ACCESS LANES AND PONTOONS

ARTICLE 17 – QUAYS, PUBLIC ACCESS LANES, PONTOONS, AND CATWALKS

17.1 – Privatory occupation of the Port's public access lanes is forbidden.
Any interference involving civil engineering in the conceded area is subject to the written authorisation of the Concessionaire or of the service concerned and to which the network is attached.

17.2 - The quays and access lanes around the perimeter of the Concession must always be kept clear for traffic. They cannot, under any circumstances, be obstructed by deposits of equipment or material of any kind, except in areas reserved for this purpose or by the prior agreement of the Concessionaire.

17.3 - Boats cannot be repaired, constructed, maintained or demolished on the quays of the port. However, a boat can be craned out in an emergency for an inspection of the hull after authorisation is given by the Concessionaire, in this instance, the Capitainerie.

17.4 - Use of the pontoons and catwalks is strictly reserved for Agents of the Concessionaire, owners, and users of moored boats.
The Concessionaire shall not be held liable for incidents and/or accidents occurring on these facilities, other than those occurring because of a lack of incumbent routine maintenance.

17.5 - In no event shall the liability of the Concessionaire be sought as a result of the carelessness of any person finding himself on the area under private management and unauthorised to be there.

17.6 - A launching ramp is available at no cost to users of the port.
Vehicles and trailers used to transport boats **must not be left parked on the ramp** after the boat is launched. Use of this launching ramp is subject to authorisation of the Agents of the Capitainerie.

17.7 - All boaters in the port must use the rubbish bins installed for their use and must therefore refrain from using the litter bins located on the walkway around the quay.

CHAPTER V

FOOTBRIDGE OVER THE LINQUET

Rules of Use

ARTICLE 18 – OBJECTIVE

The objective of the present regulation is to define the practical details of use and operation of the footbridge over the Linquet, which links the Loire River and the basin of the Port, and which is managed by the Concessionaire Suez.

ARTICLE 19 – USE OF THE FOOTBRIDGE

The footbridge was installed to allow a continuity of progression around the Port and so that walkers could avoid taking the roadways.

The footbridge is therefore always in its closed position, that is to say, perpendicular to the Linquet, in order that pedestrians can cross it safely.

ARTICLE 20 – OPERATION OF THE FOOTBRIDGE

Suez authorises the people or organizations cited in Article 21 and hereafter referred to as Operators, to operate the footbridge according to the Operating Directives described in Annex 1, in order to permit boats to access the Loire River via the Linquet.

This operation is undertaken with liability entirely that of the operator. The operation of the footbridge is to allow these people or members of their organisation access to the river for the purposes of security, safety, technical intervention (for service) and leisure only within the framework of an associative or professional activity.

In all other cases, the operation of the footbridge is strictly forbidden.

ARTICLE 21 – PEOPLE AND ORGANISATIONS AUTHORIZED TO OPERATE THE FOOTBRIDGE

- Voies Navigables de France
- Roanne's Departmental Service of Fire and Rescue
- competent authorities tied to the management of the Public Waterways Domain (Domaine Public Fluviale) and the Water Police
- nautical associations active in the Port of Roanne or on the adjacent Loire River at Roanne
- the Conseil Supérieure de la Pêche (Fishing Authority) and the AAPPMA of Roanne and the Region
- Boat School companies
- professionals having an activity tied to water sports
- the staff of Suez

As a result, operating the footbridge is strictly forbidden to all other people.

People and organisations authorised to operate the footbridge are categorically forbidden to open or close the footbridge at anyone's request, notably at the request of private individuals.

Suez will provide a key which will permit the operating of the footbridge to each of the people or organizations cited above, free of charge. In the event the key is lost, a new key can be provided by Suez, in return for the payment of the sum of 100 € T.T.C. (tax included).

ARTICLE 22 – OBLIGATIONS OF FOOTBRIDGE OPERATORS

Every person or organisation who is given a key pledges to :

- respect the present rules of use and the operating directives for the handling of the Footbridge (Annex 1);
- not loan the key to any person outside his organisation. All reproduction of the key is strictly forbidden;
- be watchful of the safety of nearby people during the operation of the footbridge, in particular children; nobody must ever be on or in the manoeuvring area of the footbridge (see the Plan attached in Annex 2)
- close the footbridge and lock it to its stopping mount after the passage of the boat and after each operation;
- in the event of malfunction, call the Capitainerie of the Port of Roanne (04 77 72 59 96)

ARTICLE 23 – LIABILITIES

Suez attests having implemented all the proper procedures for technical and safety checks for pedestrian access and for the operation of the footbridge.

Suez shall not be held liable for any accident or damage resulting from an error of operation or attention on the part of the operator and/or failure to comply to the present rules.

In addition, users are reminded that access to the Loire River via the Linquet from the basin of the port is made at the risk and peril of the people deciding to navigate on the river.

CHAPTER VI

GENERAL CLAUSES

ARTICLE 24 : APPLICATION OF THE REGULATIONS

Agents of the Concessionaire are required to apply the directives prescribed in the present regulations. They are also responsible for administering all precautions concerning safety and security in the conceded area.

In addition, all behaviour likely to hinder or impede the operations and functioning of the Port of Roanne, notably incivilities between boaters or towards the staff of the Capitainerie, can lead to the cancellation of the allocated mooring place, this being neither a right nor transferable as property.

ARTICLE 25 – POLICING AND INFRACTIONS

Infractions of the present regulations, refusal to comply or any other offence concerning the policing and security of the port and its facilities will be recorded in a 'Statement of Offence' written up by the Agents responsible for the policing of the Port and who are authorized to take all steps necessary to stop the infraction.

ARTICLE 26 – LIABILITIES

26.1 – Boat owners are personally liable, in all circumstances, for infractions involving their boats, no matter who might be using these boats.

26.2 The Concessionaire cannot be held liable for :

- inconveniences or delays caused by impediments or unforeseen difficulties of navigation on the canal,
- inconvenience or delays due to canal closures,
- thefts and damage done to boats,
- damage or difficulties caused by the fact of navigation, of maintenance, or in a general manner, of the use of the waterway by its manager,
- a cut-off of electrical power due to a failure to comply with Article 6.2,
- fraudulent use of an electrical outlet by another user outside the normal surveillance of the Agents of the Concessionaire,
- incidents and/or accidents foreseen in Article 17 paragraphs 4 and 5.

In particular, these exceptional events shall not result in the payment of compensation or in a reduction of the invoice.

ARTICLE 27 – LITIGATION AND DISPUTES

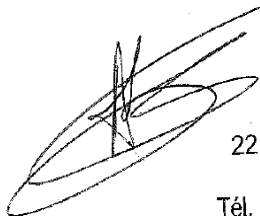
In the event of litigation and after an attempt at friendly reconciliation on the part of the Concessionaire, the local court of law will alone be authorized to adjudicate the dispute.

ARTICLE 28 – SPECIAL CLAUSES

Agents of the Navigation Service must be able to circulate freely in the occupied mooring places.

Issued in Roanne, 1st January 2012

for execution
The Concessionaire



PORT DE ROANNE
22 Quai Commandant Fourcauld
42300 ROANNE
Tél. 04 77 72 59 96 - Fax 04 77 71 17 04

For Voies Navigables de France



Yvon CASTEL

“ read and approved”
The Occupant

IMPORTANT : In the event that any questions or disputes with the rules and regulations (as presented in this translation) arise, the French version “Règlement du Port de Plaisance” supersedes all interpretations included herewith.