



SUMMARY SHEETS

Navigation safety

Background and assessment.

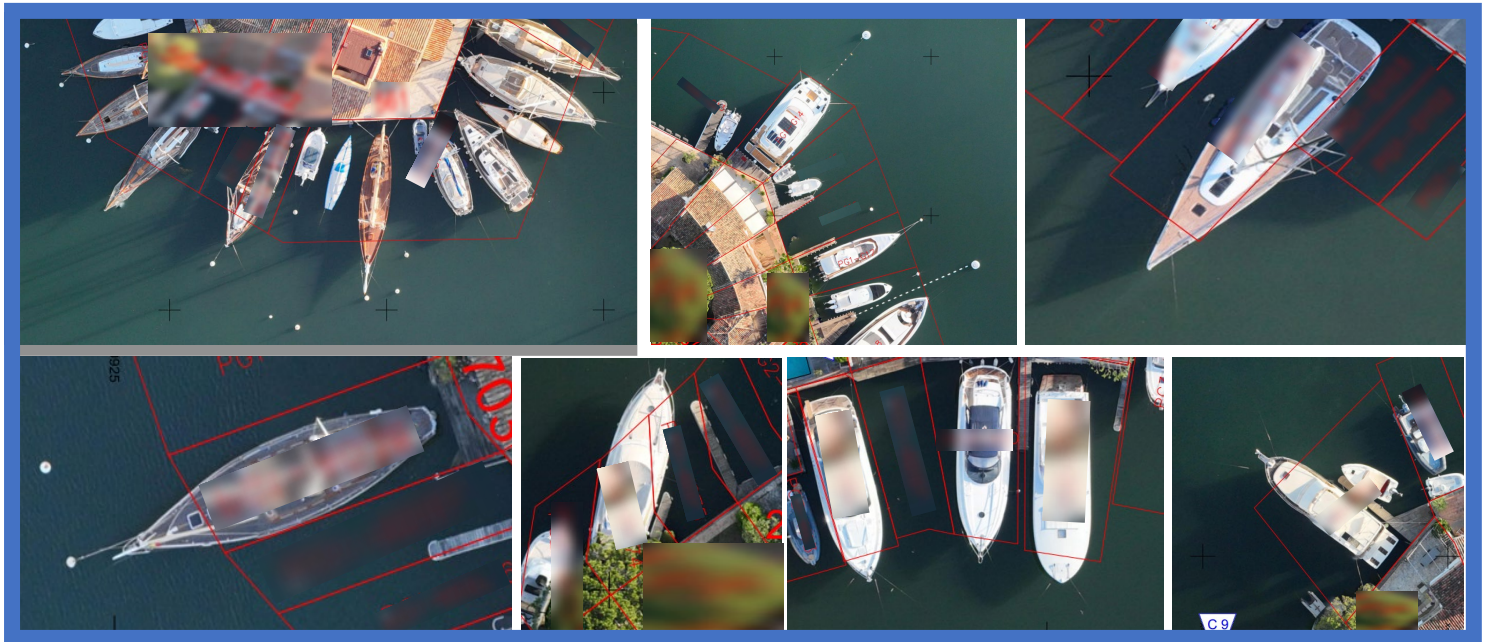
Problems relating to navigation safety concerns:

Narrow entrance channel - The entrance channel to Port Grimaud is composed of the harbourmaster's office dock, the Bateaux Verts/Grimaldine boat stop on the north side and the refuelling station on the south side.

When boats are moored on either side of the channel, the width of the channel can be greatly reduced at the refuelling station, thus restricting navigation.



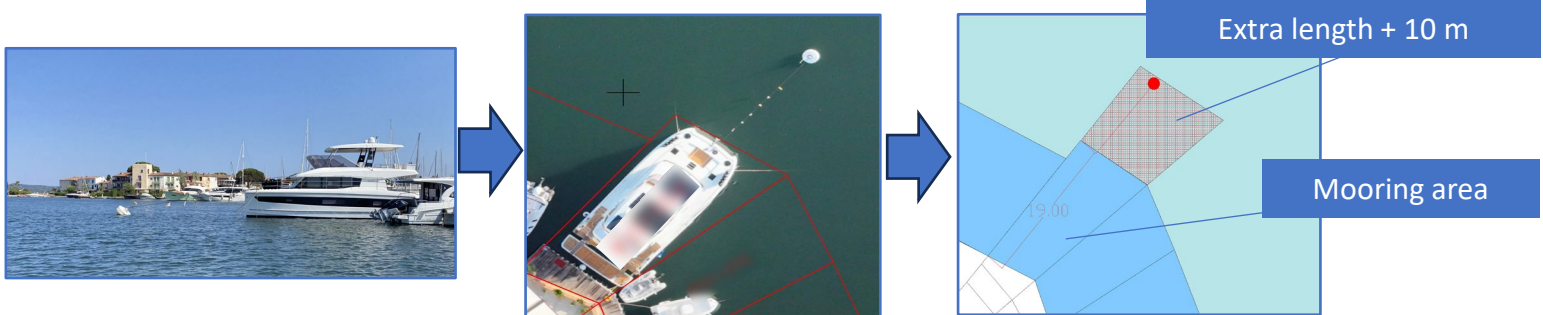
Vessels exceeding their allocated length - Several boats in the port exceed the length of their allocated berth. These excess lengths hamper navigation and can, in some cases, represent a major hazard for boaters. Port Grimaud has already witnessed fatal accidents in connection to this issue. The local authority therefore wishes to put a definitive stop to this practice, which has become established over the years.



Orthophotos taken on 18/06/2024 showing the excess length of some boats in relation to their mooring place (red boxes)



Moorings Buoys - Some moorings in the port operate via mooring buoys. These mooring buoys sometimes extend so far into the channels that the surface buoy is several metres beyond the boundary of the mooring. Additionally, the mooring buoys are not visible at night, which makes their presence even more obtrusive and dangerous.



Example of a mooring where the boat is connected to a floating box at the bow, resulting in an extra length of approximately 10 metres into the navigation channel.

Solutions to make navigation safer.

- Widening the entrance and reorganising services.
- A categorical ban on boats exceeding the allocated mooring space. As a reminder, the *Commission Nautique Locale de la Direction Départementale* (Local Nautical Commission of the Departmental Directorate) issued the following directive on 17 February 2000: "The authorised length of the berths will include the length of the boat and the mooring gear."
- The same document also states that "under no circumstances should mooring buoys exceed the length of the authorised anchorage. Mooring with buoys [...] must be replaced by mooring that does not encroach on the navigable area." A standardised mooring system for the entire port must therefore be implemented to avoid any obstructions or accidents in the channels.

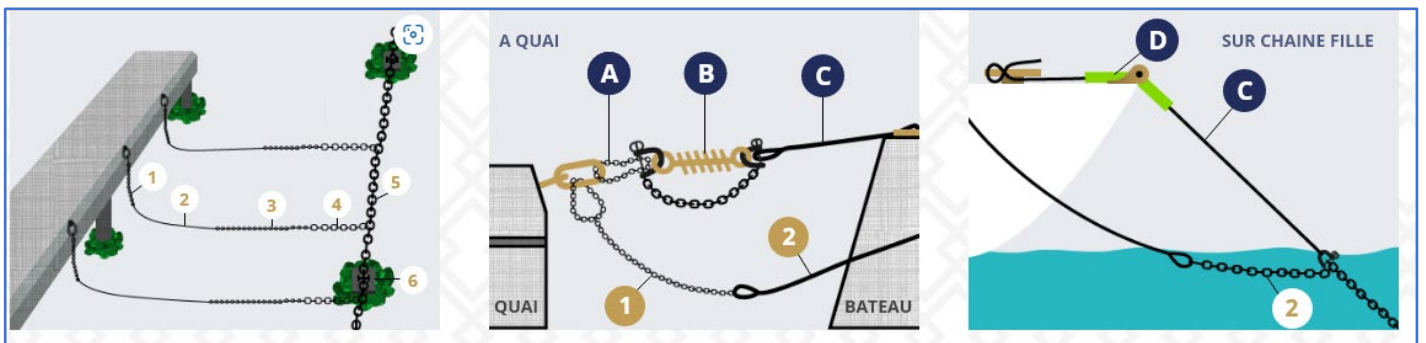


Diagram of an anchorage/lazy chain mooring system to standardise moorings, thus avoiding the presence of buoys in the channels, while also facilitating maintenance.

Port Grimaud: ensuring safety and environmental standards

- Improve the safety and flow of navigation at the entrance channel.
- Categorical ban on oversize vessels throughout the port
- Standardisation of moorings to keep the channels free of mooring buoys.