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## The Company



TUG MALTA LIMITED IS TODAY A COMPANY FULLY OWNED BY THE RIMORCHIATORI RIUNITI GROUP THROUGH ITS SUBSIDIARY HOLDING COMPANY RIMORCHIATORI MEDITERRANEI SPA. IT SPECIALIZES IN PROVIDING TOWAGE, SALVAGE AND ENVIRONMENTAL RESPONSE SERVICES WITHIN THE HARBOURS AND TERRITORIAL WATERS OF THE MALTESE ISLANDS, AND THE CENTRAL MEDITERRANEAN.

Founded in 1980 as a state-owned company, Tug Malta began its operations with just three tugs that were acquired from two private towage operators. These operators both became private shareholders along with others in Tug Malta, when their respective businesses were taken over and consolidated under the auspices of the new Company. Not before long the fleet was replaced and additional, more modern and powerful tugs were acquired. Until the late 1980's, the Company's operations principally focused on harbour activities within the Grand Harbour where the Island's ship repair facilities are located. Thereafter and thanks to the establishment of the first transshipment hub for the Mediterranean region at Marsaxlokk, Tug Malta experienced an exponential increase in demand for services.

In 2007, the Rimorchiatori Riuniti Group acquired the Maltese Government shareholding in Tug Malta after the Genoa

based Group had been declared as the successful proponent in a competitive process launched by Government aimed to privatise the Company. A few months later, in January 2008, the Group became 100% shareholder in Tug Malta when all remaining shares then held by the private shareholders, were ultimately also acquired by the Rimorchiatori Riuniti Group. The involvement of Rimorchiatori Riuniti Group heralded another important milestone for Tug Malta marking further acquisitions of newly built tugs. It has also enabled the Company to venture into the off-shore sector and permitted commercial and technical knowhow transfer to take place. Tug Malta is proud of its history of achievements as its past is today's platform for the Company that paves the way for further successful challenges. Today, the company has expanded to a fleet of 9 modern and powerful tugs, with the most recent additions being launched in 2019 & 2020.



The company's fleet is stationed within the harbours of Malta and Gozo and engaged in offshore operations. Today it is a vital component of the port infrastructure providing a range of competitive harbour services to various global shipping lines, assisting vessels of all types and sizes including the latest generation of container vessels calling at Marsaxlokk Harbour which is home to Europe's third largest container transshipment terminal. At the port of Marsaxlokk, Tug Malta also services tankers calling at the Oil Tanking Storage Terminal. At the Grand Harbour, the Company assists vessels carrying conventional and bulk cargo.

~~~~~ **Rig moves and support**

~~~~~ **Support to FPSOs**

~~~~~ **Barge towage**

~~~~~ **Assistance during heavy lift operations**

Tug Malta complements the wider role of Rimorchiatori Mediterranei Spa, the third largest towage operator, itself being a leading player in the harbour and offshore towages operating various concession-holding subsidiaries in 18 commercial harbours across three continents (Europe, Asia and South America). Rimorchiatori Riuniti has been established and has been providing towage services in Genoa since 1922. Today the Group operates in 21 ports, with a fleet of over 170 tugs which have an average age of less than 10 years and a workforce of 1,047 employees.

Tug Malta is a proud member of the International Salvage Union (ISU) and an active member of the European Tug Owners' Association (ETA).







## Personnel



TUG MALTA EMPLOYS A STAFF COMPLEMENT IN EXCESS OF 80 QUALIFIED MASTERS, ENGINEERS AND GENERAL PURPOSE HANDS, WORKSHOP EMPLOYEES AND SUPPORT STAFF.

All crew members have received training and upgrading in conformity with the Malta Commercial Vessels Regulations of 2002 and the Seafarers' Training, Certification and Watchkeeping Code. The company's operations afloat and ashore are carried out with strict compliance with Quality and HSE regulations.



## Our Mission

TO PROVIDE RELIABLE, SAFE AND EFFICIENT TOWAGE SERVICES IN THE HARBOURS AND TERRITORIAL LIMITS OF THE MALTESE ISLANDS AND TO RENDER TOWAGE, SALVAGE AND ENVIRONMENTAL RESPONSE SERVICES IN THE CENTRAL MEDITERRANEAN.







# Fleet & Investment



TUG MALTA PRESENTLY HAS A FLEET OF NINE TUGS SUITABLY SELECTED TO OFFER A COMPREHENSIVE PORTFOLIO OF SERVICES FOR FULL PORT ASSISTANCE, MAKING AVAILABLE TO THE PORTS A FLEET AND CREWS SUITABLE FOR EACH NEED AND COMPLYING WITH THE MOST DEMANDING STANDARDS IN TERMS OF EFFICIENCY AND SAFETY IN THE DEVELOPMENT OF OPERATIONS.



The actual Nine (9) tugs employed by Tug Malta in the execution of its services are:

|                      |                                |                      |
|----------------------|--------------------------------|----------------------|
| <b>MT Gozzo</b>      | <b>Bollard pull 8,2-10 TBP</b> | <b>Built in 2019</b> |
| <b>MT Senglea</b>    | <b>Bollard pull 76.2T</b>      | <b>Built in 2020</b> |
| <b>MT Vittoriosa</b> | <b>Bollard pull 83T</b>        | <b>Built in 2019</b> |
| <b>MT Wenzina</b>    | <b>Bollard pull 68.10T</b>     | <b>Built in 2006</b> |
| <b>MT Sea Salvor</b> | <b>Bollard pull 55T</b>        | <b>Built in 1998</b> |
| <b>MT St Angelo</b>  | <b>Bollard pull 83T</b>        | <b>Built in 2017</b> |
| <b>MT St Elmo</b>    | <b>Bollard pull 75T</b>        | <b>Built in 2011</b> |
| <b>MT Pawlina</b>    | <b>Bollard pull 67.10T</b>     | <b>Built in 2006</b> |
| <b>MT Spinola</b>    | <b>Bollard pull 81T</b>        | <b>Built in 2009</b> |

with the most recent additions being MT Gozzo and MT Senglea, built by Med Marine, Eregli Shipyard and Damen Shipyards, Song Cam, Haiphong respectively. Tug Malta also made notable investments in offshore towage, salvage, wreck removal and marine transport, which developed and diversified over the past five years.





## Salvage and Offshore Services



### Salvage Services

*Strategically located in the centre of the Mediterranean, Tug Malta further provides salvage assistance and wreck removal services and supports other contractors when the location and scope of the response warrant it. An account of the more prominent salvage operations is contained in Annex A.*



### Offshore Services:

*Tug Malta also provides towage and related services particularly in the central Mediterranean and North Africa. Offshore marine services include amongst others:*

~~~~ **Rig moves and support**

~~~~ **Support to FPSOs**

~~~~ **Barge towage**

~~~~ **Assistance during heavy lift operations**

*Depending on the offshore industry service requisites and assistance required, the Company also draws and supplements on the capacity and capabilities available at Rimorchiatori Riuniti and co-contracts with other offshore service providers.*

*Over the last five years, the company has managed to further develop this business segment and has successfully completed a number of jobs covering mooring operations, deep sea tows, jacking etc. including the rig move of the self-elevating drilling unit ENSCO 105 on behalf of ENSCO plc. The company was also engaged in off-loading and towing in Sfax the DP2 self-elevating jack-up maintenance/accommodation barge 'GMS'.*





## Environmental Protection and Pollution Containment



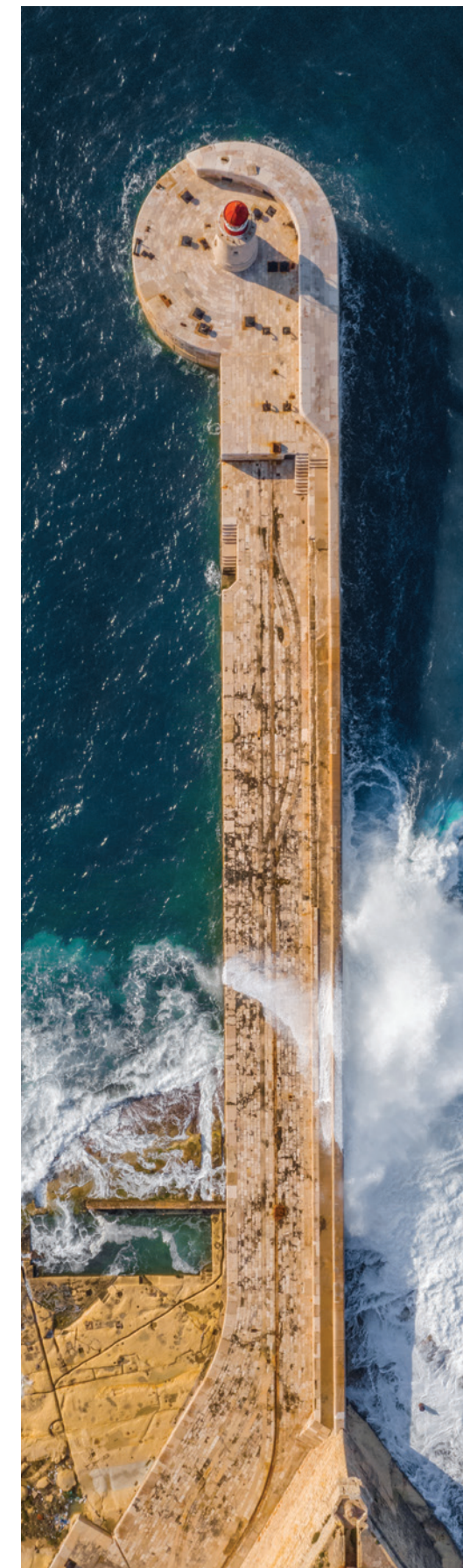
AS THE AUTHORITY RESPONSIBLE FOR MARITIME AFFAIRS, TRANSPORT MALTA IS MANDATED TO IMPLEMENT AND MAINTAIN THE NATIONAL MARINE POLLUTION CONTINGENCY PLAN.

Through its Pollution and Incidence Response Unit (PIRU), Transport Malta also has the duty to maintain and operate its offshore Oil Response Equipment including pollution containment booms, surface skimmers, pumps etc.

In support of the foregoing duties, Transport Malta has contracted Tug Malta to provide the requested emergency services including transport, handling and operating the equipment to be deployed for oil pollution response in the internal and territorial waters of Malta, if and when an emergency response and disaster clean-up operation arises.

For this purpose, Tug Malta is standby 24/7 with its tugs equipped with Fire-Fighting capabilities and other pollution prevention equipment.

With a duty to protect the environment, Tug Malta is up-to-date with the latest pollution control techniques and participates in the annual full-scale oil pollution response exercise organised by Transport Malta in collaboration with the European Maritime Safety Agency.







## Our Commitments and Values



TUG MALTA HAS BEEN EXCLUSIVELY OPERATING IN THE MAIN MALTA AND GOZO PORTS FOR MORE THAN FOUR (4) DECADES AND HAS BECOME A NATIONAL BENCHMARK IN THE SECTOR, INCORPORATING THE LATEST GENERATION KNOWLEDGE, TECHNOLOGY AND SOLUTIONS FOR THE SECTOR.

### **Safety, Security and the Environment**

*To maintain the highest levels of safety and security whilst preserving environmental protection in all marine operations. Safety for crews, the environment and equipment is the common denominator in all our operations and the foundation of our corporate culture.*

*We work towards preserving the environment, not only through our business units specifically dedicated to cleaning coasts, spills and waste management in ports. Ecological awareness and respect for the environment are present in our corporate culture and in processes, consumption and daily operations.*

### **Customers**

*To live up to our customer's expectations in terms of service reliability and cost-effectiveness.*

*The professionalism of our employees, supported by good training and motivation, are the basic pillars of our company. Excellence in attitude, ability, responsibility and commitment of the staff constitute the most valuable assets of our company. We provide a safe and healthy workplace that encourages, motivates and develops staff that are committed to, and share, in the success of the Company.*

*Collaboration with the best is strategic for Tug Malta. For this reason, we form lasting alliances with local companies to take on more ambitious challenges and explore new markets.*

### **Financial Security**

*To consistently deliver a strong financial performance, sustaining re-investment, growth and service development.*





## Health, Safety, Environment & Quality



TUG MALTA PLACES A STRONG EMPHASIS ON HEALTH, SAFETY, ENVIRONMENT, AND QUALITY IN ALL OF ITS OPERATIONS. THE COMPANY HAS IMPLEMENTED THE ISO QUALITY SYSTEM TO OPERATE ITS VESSELS TO THE HIGHEST STANDARDS OF QUALITY, HEALTH AND SAFETY, AND ENVIRONMENTAL PROTECTION.

*This is achieved through*

- ~~~~~ **Our Commitment supported by owners and management,**
- ~~~~~ **Values and company ethos,**
- ~~~~~ **Established and well-documented company policies,**
- ~~~~~ **Procedures for all its maritime services,**
- ~~~~~ **Planned maintenance regime programs and,**
- ~~~~~ **Regular training and skills updating and adjournment schemes.**

Tug Malta benefits from the knowledge base shared within the parent Rimorchiatori Riuniti Group, and constantly updates its established policies, work practices and staff development. Through such synergy, and participation in internal fora, new practices are implemented and actual work execution practices are updated to reflect new standards, practices or recommendations.

In recognition of its commitments and obligations to develop, implement, and maintain a Safety



and Security Management System, the company is ISM/DOC and ISPS certified. Tug Malta's safety management objectives are to provide for safe practices in ship operations and a safe working environment, establish safeguards against all identified risks, and continuously improve the safety management skills of its personnel ashore and on board ships, including preparing for emergency responses related to both safety and environmental protection.

The company's safety management system ensures compliance with mandatory rules and regulations and applicable codes, guidelines, and standards issued by the Transport Authority, Flag Administrations, Classification Societies, and International Maritime Organizations. For achieving and maintaining these standards, the company is certified in quality management and is accredited under ISO Quality 9001:2008. It also adopts a Safety Management System that is fully compliant with the International Safety Management (ISM) Code for its vessels larger than 500 gross tonnes and conforms to the ISPS code.

In December 2015, Tug Malta achieved the internationally recognized ISO 14001:2004 certification for its commitment to environmental management. The company's quality and environmental policy state that Tug Malta is committed to providing high-standard services, as well as environmental consciousness.



## Annex A

### SOME OF THE MORE PROMINENT SALVAGE OPERATIONS CARRIED OUT BY TUG MALTA OVER THE YEARS.

#### Chesapeake Bay 1994

The P & O Container ship Chesapeake Bay - 202 meter in length - was enroute from Algeciras to Jedda via Malta, carrying 1956 Containers when it ran aground at Benghajsa Reef. Salvaged values were in excess of 94 million dollars. A Lloyds Open Form contract was entered into between P&O and Smit Salvage. Smit Salvage entered a sub-contract with Tug Malta and Matsas Star. Four tugs of Tug Malta tugs were instrumental in the salvage operation and in pulling off the Chesapeake Bay off the reef. The matter went to a Lloyds Arbitration.

the HMS Illustrious could not enter Grand Harbour where the salvage operation of the Clipper Spirit took place. A claim for salvage was made and eventually reached an out of court settlement.



#### Ta' Pinu - December 2001

Passenger Ferry Ta'Pinu suffered engine trouble and risked grounding inside Marsamxetto harbour. Tug Malta tugs deployed with urgency and performed a salvage operation and prevented the vessel from grounding and colliding into Manoel Island. A claim for salvage was made and subsequent out of court settlement was reached.



#### Clipper Spirit - 4th April 2000

Vessel Clipper Spirit, a 147 meter general cargo vessel was moored stern to in Bighi Bay. Overnight the wind picked up gusting 50 knots veering abruptly from the South west quadrant to the North west quadrant leading to the vessel's forward moorings starting to drag with the vessel's starboard bow being pushed dangerously close to the shore and the vessel was in danger of grounding and risked being dragged across Grand Harbour to the Valletta side possibly causing huge pollution. The prompt salvage assistance rendered by Tug Malta stopped the vessel from grounding. It is noteworthy that on that day the weather was so severe that

#### Normand Carrier - April 2004

On the 16 April 2004, the vessel Normand Carrier was scheduled to leave Malta Drydocks and as she was making her way out of French Creek she encountered difficulties in manoeuvring the vessel due to a total blackout losing complete control of the engines with the vessel proceeding totally out of control, resulting in two 360



degree turns hitting a Libyan fishing vessel and a US navy vessel in the process. The vessel proceeded to move on its own momentum assisted by the prevailing strong Easterly, South Easterly winds. Tug Felicia managed to make fast with the vessel and pull it out of the shallow waters, towing it upwind to berth at Pinto Wharf 5. A claim for salvage was made and salvage paid out of court.

### **Bertram – 24th January 2008**

On the 24th January MV Bertram encountered difficulties at Marsaxlokk and almost ran aground close to the Delimara Lighthouse in very rough seas with wind blowing from the North East Beaufort scale 8. Pawlina managed to push onto the vessels stern and managed to swing the vessel around in order to be able to head out to sea. Vessel managed to clear the rocks at Delimara but almost ran aground at Benghajsa Reef. Tug Malta made a claim for salvage and eventually reached an out of court settlement.

### **CMA CGM Caucase - August 2008.**

Container vessel of 123 meters in length suffered engine breakdown and was risking colliding into quay and other vessels in the vicinity. Prompt salvage assistance provided by Tug Malta Tugs which took control of the situation and took vessel to place of safety saved vessel from collision with other vessels and quay used to discharge oil from tankers. A claim for salvage was made and a subsequent out of court settlement was reached.

### **Carl C - 28th November 2008**

The Carl C, a general cargo vessel of 4276 gross tons, was a dead ship on anchor lying in an anchorage off the South east coast of

Malta. Overnight there was a force 8 South Easterly gusting force 9. The vessel was at the mercy of very rough seas dragging her anchors uncontrollably towards the cliffs until her anchors got lodged in the chaining system of a fish farm on the seabed.

The imminent danger was the compromise of the anchor chain which, had it been compromised would have led to the immediate uncontrollable drift of the vessel and a collision of the vessel against the cliffs. Tug Malta tugs Pawlina and Melita were deployed in a very delicate and dangerous operation where they had to enter an area full of fish farm debris, attach lines which they did successfully and then pull the Carl C in astern all the way to Grand Harbour. A claim for salvage was made and eventually reached an out of court settlement.

Just a month before, an identical set of circumstances occurred off Spain in connection with the vessel Fedra. The difference being that the sea conditions were not as severe as those prevalent in the Carl C and yet the Spanish tugs failed to connect leading to the Fedra drifting uncontrollably towards the shore line and breaking in two against the cliffs.



### **MT Mgarr – February 2011.**

MT Mgarr had just left Medserv base (which is on the opposite side of Oil Tanking Jetty No. 1) and when approaching the Breakwater bullnose at Marsaxlokk, suffered an engine failure. The slight North westerly winds were eventually pushing the vessel precariously close to the Breakwater bullnose and therefore the Master of MT Mgarr had no other choice and had to call a tug for assistance. Eventually Spinola was deployed and was instrumental in preventing the vessel from avoiding a collision between the vessel's starboard quarter and the Breakwater bullnose. Tug Malta made a claim for salvage and eventually reached an out of court settlement.

### **MT Balluta Bay – July 2011**

On Wednesday 20th July 2011 Tug Lieni was ordered to assist MT. Balluta Bay to shift from Ras Hanzir Dolphins to Flagstone Wharf. Then it was asked to respond immediately as the MT Balluta Bay has encountered problems and was drifting. Once tug Lieni approached the vessel, MT Balluta Bay, wasn't actually berthed onto the jetty (dolphins) at the oil installation, but had shifted and was laying with its bow in shallow waters at the parts known as il-Moll tal-Faham. The vessel's stern was overhanging the west part of the pier at the oil installation. The pilot subsequently confirmed that the vessel had actually run aground. Tug Malta eventually refloated the vessel and towed same to berth at Ras Hanzir Dolphins pending an underwater inspection by divers and investigation by Port Authorities. Tug Malta made a claim for salvage and eventually reached an out of court settlement.



### **Jill Jacob 29th October 2016**

The vessel Jill Jacob, a crude oil tanker of 230 meters in length and 40,000 gross tons was a dead ship lying alongside at Ricasoli inside Grand Harbour. A force 10 North easterly – wind gusting 50 knots was leading to the vessel constantly breaking her mooring lines with the vessel thus in real danger of drifting across the bay and grounding within Grand Harbour. The vessel needed immediate emergency assistance and 4 tug Malta tugs were deployed in very severe weather to make the journey from Marsaxlokk to Grand Harbour, risking their own safety, until they succeeded in getting to Grand Harbour and keeping the Jill Jacob alongside the berth for a couple of days. These efforts saved the vessel from drifting across the harbour, grounding beneath St. Angelo, saved a major wreck removal operation inside a commercial harbour, saved pollution prevention measures, saved the cleaning up operations of luxurious yachts in the area, and saved damages to third party property. A claim for salvage was made and an out of court settlement was reached.



### **Olvia - December 2017**

Bunker vessel MV Olvia IMO No. 9523469 was manoeuvring within Grand Harbour and approaching berth at Flagstone Wharf, Marsa without Pilot on board and without tug assistance. When the vessel was approaching the Marsa Regatta Club and started its swing towards starboard to berth starboard side alongside at Flagstone Wharf, the wind which was blowing from an ENE direction made the vessel drift precariously towards the Marsa



Regatta Club and eventually the vessel's port quarter made contact with the quay. In order to get out of this situation, the vessel's engines were engaged ahead in order to swing the vessel's bow around towards Flagstone wharf. The vessel started to approach Flagstone Wharf at an awkward angle and at this stage the vessel's bulbous bow made contact with the jetty at Timber Wharf.

The vessel's crew managed to get a line from the bow secured ashore and eventually the vessel's engines were engaged astern in an attempt to try to swing the vessel's stern to starboard and get the vessel alongside the quay.

Whilst manoeuvring astern, the vessel's mooring line parted and once again the vessel's stern came very close to the jetty close to the Marsa Regatta Club this time however even closer to Lighters Wharf and very close to causing damage to the various small craft berthed in the vicinity and to the service launches owned by A & J Company Ltd particularly service launch Joanna M. It was thanks to the immediate intervention of Tugs St. Angelo, Pawlina and Lleni that salvaged the vessel and stopped her from colliding into several other vessels and the quay and causing considerable damage to herself and to the several vessels inside Menqa Basin. Tug Malta made a claim for salvage and eventually reached an out of court settlement.



### **Jaguar - May 2019**

Motor Tanker Jaguar was at anchorage and eventually lost both anchors due to bad weather and high sea swells. The vessel had no propulsive power and started to

drift towards land. Whilst MT Jaguar was very close to the Fish Farm, tug Spinola managed to secure the towing wire but caused damage to the towing rail, work boat, gangway and also to the deck plating. Eventually MT Jaguar was towed into Valletta. Weather conditions were very bad. Wind blowing force 8 occasionally force 9 North Easterly direction with 6 m swell. Tug Malta made a claim for salvage and eventually reached an out of court settlement

### **Vemaoil - March 2020.**

On Sunday 22nd March 2020 at approximately 15:30 hours, bunker vessel MV Vemaoil XXIII IMO No. 9078098 was manoeuvring within GH and approaching berth at Flagstone Wharf, Marsa without Pilot on board and without tug assistance. The facts were very similar to those surrounding the Olvia. Similarly, as the vessel was approaching the Marsa Regatta Club and started its swing towards starboard to berth starboard side alongside at Flagstone Wharf, the wind which was blowing from an Easterly made the vessel drift dangerously towards the Marsa Regatta Club and eventually the vessel's port quarter made contact with the quay.

Tugs Pawlina, Lleni and St. Angelo were immediately on site and thanks to their salvage services stopped the vessel from causing complete mayhem and causing a great deal of damage to the many vessels inside the basin including the fully loaded bunker barge Spiro F. Tug Malta made a claim for salvage was made and eventually reached an out of court settlement.







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