

Operation Directions on the Arrival, Departure, and Mooring of Liquefied Natural Gas Tankers at/from the Port of Taichung

Amended on July 5th, 2019

- I. For the best utilization of berths, and enhancements in the safety of harbors and operational efficiency, the Directions are hereby enacted pursuant to Article 23 of ‘The Commercial Port Law’ and Article 6 of ‘The Regulations on Port Services at Commercial Ports.’
- II. **Declaration and Application for Liquefied Natural Gas (LNG) Tankers upon Arrival at and Departure from the Port**
 - A. To ensure the operational safety of LNG tankers arriving at and departing from the Port, the ship owner or his/her agents shall submit a copy of the Safety Pledge Letter each to the Port of Taichung, Taiwan International Ports Corporation, Ltd. and to The Chinese Marine Pilot Association, Taichung Office for recordation before the ship arrives at the Port for the first time or after the ship is docked for repair. The content of the Safety Pledge Letter shall include:
 1. General Arrangement
 2. Ship’s Particular
 3. General Equipment
 4. Voyage Schedule
 5. Accident Management
 - B. The ship owner or his/her agents of the LNG tanker shall go through the port arrival and departure formalities 24 hours before the tanker arrives at or 12 hours before the tanker departs from the Port.
 - C. Before the LNG tanker arrives at or departs from the Port, the shipmaster/vessel representative onboard shall first confirm that the navigation is safe and secure upon arriving at and departing from the Port before faxing (Fax No. 04-2656-9267) the “LNG Tanker Check List for the Arrival at/Departure from Taichung Port” (as in Attachment 1) to the Port Control Unit (i.e. Vessel Traffic Service (VTS), similarly hereinafter).
- III. **Operations of, Conditions for, and Restrictions on LNG Tankers in the Arrival at and Departure from the Port**
 - A. All LNG tankers, which have the intention of arriving at the port, shall contact and notify the Port Control Unit of its arrival time when the vessel is about 20 nautical miles from the Port of Taichung, or two hours prior to arriving at the Port.
 - B. When the LNG tanker is arriving at or departing from the Port, the tugboat shall act as a fireboat, and the guard ship shall lead and alert others and shall standby for action the whole way. While the LNG tanker is sailing, no other ships may sail within two nautical miles in front, one nautical mile behind, and 150 meters from either side of the tanker.
 - C. Weather Conditions for and Restrictions on the Arrival of LNG Tankers at the Port
 1. When the average wind speed exceeds 15 m/sec. (Wind speed observation sequence: wind speed of North breakwater set up by CPC Corporation, wind speed of North breakwater set up by Harbor and

marine technology center, Pilot obtain trustworthy data on their own, or sea weather data publish on Central Weather Bureau website blue way item)

2. When the daytime visibility is within two nautical miles.
 3. When the ocean current velocity is greater than 2.5 knots.
 4. When the significant wave height ($H_{1/3}$) within the northern breakwater sheltered area is higher than 2.5 meters.
 5. When after a thunderstorm, storm, and land warning for typhoon are issued and may hit the Port in the following 12 hours.
- D. LNG tankers are restricted to arriving at and departing from the Port only during the daytime and under good weather conditions and, in principle, are arranged to arrive at and depart from the Port in the time periods from after sunrise to 7 AM and from 10 AM to before sunset.
- E. The ETA of the LNG tanker to the Port shall, as much as possible, be adjusted so that it arrives at an appropriate time in order to, in principle, avoid anchoring. The LNG tanker is only allowed to wait in the territorial waters four nautical miles away from the southern breakwater lighthouse and shall maintain a safe distance of at least one nautical mile away from other anchored ships.

IV. Safety Inspection of LNG Tankers in Arriving at and Departing from the Territorial Waters of the Port

- A. To ensure smooth and safe operations of the LNG tanker in arriving at and departing from the Port, the Port Control Unit shall observe and record the territorial waters, wind force, and sea state of the Port, and conduct inspection and confirmation of guidance ship (also guard ship) and tug boat (also fireboat) to their locations and situations of pilots to the ships.
- B. The Port Control Unit fills in “Safety Inspection List of LNG Tankers in the Arrival at/Departure from the Territorial Waters of the Port of Taichung” in accordance with the actual observation and situation.

V. Permit of LNG Tanker’s Arrival at and Departure from the Port

- A. The LNG tanker shall go through and complete the port arrival and departure formalities in accordance with regulations and fax the “LNG Tanker Check List for the Arrival at/Departure from Taichung Port” to the Port Control Unit.
- B. After the LNG tanker, which is 20 nautical miles away from the Port’s southern breakwater lighthouse, has completed the arrival report to the Port Control Unit, the LNG tanker shall apply for the arrival permission to Port Control Unit by VHF separately, once at 10 nautical miles away and once at 5 nautical miles away from the southern breakwater lighthouse, and shall wait for the pilot boarding at an appropriate location 2 nautical miles away from the Port’s southern breakwater lighthouse. Any LNG vessel which is without either the permission from the Port Control Unit or the guidance of the pilot is not allowed to arrive at the Port.
- C. Before departing from the Port, the tanker shall apply for the departure permission from the Port Control Unit after the pilot has boarded the ship and may cast off the mooring line only after receiving

the approval of departure from the Port Control Unit.

VI. Emergency Notification and Contingency Operations

- A. During the operational process of arriving at and departing from the Port, the LNG tanker shall keep close contact with the Port Control Unit. When emergency or abnormal conditions occur, the shipmaster/vessel representative onboard shall notify the Port Control Unit using the VHF.
- B. When emergency or abnormal conditions occur, the LNG tanker shall immediately adopt necessary emergency contingency measures in accordance with the accident disposal method of the Safety Pledge Letter to prevent the accident from expanding.
- C. If disaster occurs to the ship, depending on the actual situation, the Port of Taichung, Taiwan International Ports Corporation, Ltd. will tow the ship away from the berth or tow the ship out of the Port.

VII. Relevant Regulations in Mooring the LNG Tanker in the Berth

- A. The LNG tanker shall hang the “B” flag of the International Maritime Signal Flags during the daytime and display a red light during the nighttime at the most obvious and easy-to-see location. During the period that the LNG tanker is moored at the dock, it shall be configured with one tugboat with firefighting equipment near the amidships to act as an alert, warning other ships to not get close, and shall, in addition, be configured with one tugboat of a considerable level on standby near the West 15 dock.
- B. When the LNG tanker is docked at the berth, the bow shall face away from the Port (port side alongside) and the tanker may not be anchored. If the anchor must be dropped due to the affects of wind force and current velocity, the anchor shall be immediately pulled up after having moored properly. If too much of the anchor chain is released and cannot be completely recovered, one of the shackles shall be exposed on the deck, so that it can be taken apart at anytime.
- C. After the LNG tanker is docked, two 40-fathom tow ropes with enough strength to tow the tanker shall be prepared, the grommets of the tow ropes shall be vertically hung separately at the outboards of the bow and stern to the surface of the water. One end of the rope is attached tightly to the bollard inside the tanker.
- D. During the period the LNG tanker is docked to unload cargo, enough duty crew shall remain and the main engine, navigation instruments, and other important navigation equipment shall be maintained at a normal standby mode to ensure that said ship can sail away from the dock in a short period of time when receiving a notice.
- E. During the period the LNG tanker is docked, the shipmaster is responsible to order the crew on duty that they shall adjust the length of the ship’s mooring line according to the ship draft and tide fluctuation.
- F. After the sea warning for typhoon is issued, the LNG tanker shall, in principle, adopt quick unload/quick load, and shall sail away from the Port as soon as possible after completing the loading/unloading operations. After the land warning for typhoon is issued and the warning zone

of the typhoon covers the Port, the LNG tanker shall depart from the Port within four hours to take shelter.

VIII. Other precautions related to the operations of LNG tankers arriving at and departing from the Port, these shall be handled in accordance with ‘The Commercial Port Law,’ ‘The Regulations on Port Services at Commercial Ports,’ and “Operating Instructions on Ships Arriving at, Entering, and Departing from the Port of Taichung.”

IX. Those violating these rules shall be penalized in accordance with relevant laws and regulations.