

## **Descriptions of “Regulations Governing the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Vessels”**

To implement the mission of establishing offshore wind-turbine power farm and manage offshore wind-turbine vessels that have been congested into Port of Taichung, Port of Taichung, Taiwan International Ports Corporation (TIPC Taichung) has evaluated the layout and climate/oceanographic features of Port of Taichung pursuant to “Taichung Port Guidelines for the Arrival, Entry and Exit of Vessels”, “Guide to Taichung Port Entry” and current regulations of Port of Taichung; and then stipulated “Regulations Governing the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Vessels” according to the results thereof based on five main aspects, including “report of arrival”, “arrival procedures”, “departure procedures”, “traffic control and shifting procedure” and “waiting to depart the port”. The Regulations aim to dispatch and manage offshore wind-turbine support vessels, and to ensure the port traffic and safety thereof with other commercial vessels in order to enhance the work efficiency of Port of Taichung. The highlights of the Regulations are as follows:

**There are 10 articles of the Regulations:**

**Article 1 Objectives**

**Article 2 Applicability and descriptions of terms**

**Article 3 Report of arrival**

**Article 4 Arrival procedures**

**Article 5 Departure procedures**

**Article 6 Traffic control and shifting procedures**

**Article 7 Waiting to depart the port**

**Article 8 Arrival/departure the port at night and shifting at night**

**Article 9 Other matters**

**Article 10 Supplementary rules**

# **Regulations Governing the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Support Vessels**

Promulgated by Port of Taichung, Taiwan International Ports Co. in accordance with Letter No. 1072112280 of Chunggangwu Zi on the 22<sup>th</sup> (day<sup>th</sup>) of 10 (month) of 2018

- Article 1 Port of Taichung, Taiwan International Ports Corporation (hereinafter referred to as TIPC Taichung) has herein stipulated the Regulations to manage the entry and exit of offshore wind-turbine support vessels and to ensure the traffic and safety of Port of Taichung.
- Article 2 Applicability and descriptions of terms
1. Offshore wind-turbine support vessels :
    - (1) Heavy lift vessel of which wind-turbine parts are stored in the port;
    - (2) Jack-up barge/vessel for installing turbine blade and tower, and the underwater foundation thereof;
    - (3) Multi-purpose vessel for placing riprap and cable laying vessel;
    - (4) Service operation vessel (SOV);
    - (5) Crew transportation vessel (CTV);
    - (6) All types of towing vessels with restricted ability (unpowered platform and barge).
  2. Offshore wind-turbine wharves: Wharves 2, 5A/5B, 16/17 (revetment docks), 36, 106 and other designated wharves.
  3. Waiting area for offshore wind-turbine support vessels: Safe waters nearby the north turning basin of Port of Taichung. The waiting area shall be selected based on the principles of not affecting the navigation pass of vessels and wharf safety. The details are illustrated in the attachment.
- Article 3 Report of arrival
- Vessels that entering the port shall watch on the marine VHF channels 14 and 16, and report relevant messages to the vessel traffic service center (hereinafter referred to as VTS center).
1. Report the estimated time of arrival (ETA), when the vessel is about 20 nautical miles to or 2 hours before arriving in Port of Taichung.
  2. Report the ETA for the second time, when the vessel is about 10 nautical miles to Port of Taichung.
  3. When the vessel is about 5 nautical miles off the south breakwater, it shall contact with the VTS to confirm the port arrival message and to know the status of vessels inbound/outbound the port for the safety concern.
  4. All vessels shall apply to VTS for entering the port before its entrance, and shall comply with port inbound/outbound and navigation relevant rules.

Article 4      Arrival procedures

1. Vessels that enter Port of Taichung upon permission of VTS shall enter the port in orders and shall comply with port inbound/outbound relevant rules accordingly. The vessels shall enter the port according to the following order:
  - (1) Passenger ships;
  - (2) Vessels that wait for the tide to enter the port;
  - (3) Vessels whose operation speed is above 6 knots and berth at further part of the south inner breakwater.
  - (4) Vessels whose operation speed is above 6 knots;
  - (5) Vessels whose operation speed is below 6 knots;
  - (6) All types of towing vessels with restricted in their ability to manoeuvre (unpowered platform and barge).
2. Vessel that fails to arrive in the pilot boarding ground according to the ETA will be arranged to the next round of entering the port and shall follow the designated order. Where the vessel fails to arrive in the pilot boarding ground again, its order of entrance will be further postponed and so on. Where there are not many vessels waiting for entering the port in specific time slot, vessel that arrives first will enter the port first.

Article 5      Departure procedures

Vessels that desire to exit the port shall apply to VTS before unmooring. Upon permission of VTS, the vessels shall then depart the port according to the designated order. Where waiting is required, the vessels shall proceed to an appropriate waiting area (as the attachment) and wait for its turn. The vessels shall depart the port according to the following order

1. Passenger ships;
2. Vessels whose operation speed is above 6 knots;
3. Vessels whose operation speed is below 6 knots;
4. All types of towing vessels with restricted in their ability to manoeuvre (unpowered platform and barge).

Article 6      Traffic control and shifting procedures

1. Where the vessel does not need to pass the turning basin when shifting to another wharf, the vessel shall apply to VTS before obtaining the permission thereof.
2. Where the vessel needs to pass the turning basin when shifting to another wharf, the vessel shall follow departure procedures accordingly.

3. During the traffic peak hour, VTS may suspend the arrival, departure and shifting relevant works of offshore wind-turbine vessels, including vessels whose operation speed is below 6 knots and towing vessels with restricted in their ability to manoeuvre (unpowered platform and barge) .

Article 7      Waiting to depart the port

1. Vessels that depart the port through the north and south channel shall, when proceeding to wharf 34, report to the VTS for the second time in order to have their port outbound order arranged (the vessels shall depart the port in an order). Vessels that need to wait for other vessels shall proceed to relevant waiting zones (as illustrated in Figure 1 of the attachment) accordingly.
2. Vessels that exit the port through the middle channel shall, when proceeding to wharf 26, report to the VTS for the second time in order to have their port outbound order arranged (the vessels shall depart the port in an order). Vessels that need to wait for other vessels shall proceed to relevant waiting zones (as illustrated in Figure 2 of the attachment) accordingly.
3. Vessels that exit the port through the north channel shall, when proceeding to wharf 2, report to the VTS for the second time in order to have their port outbound order arranged (the vessels shall depart the port in an order). Vessels that need to wait for other vessels shall proceed to relevant waiting zones (as illustrated in Figure 3 of the attachment) accordingly.

Article 8      Arrival/departure the port at night and shifting at night

If the weather and vessel operating conditions allow, offshore wind-turbine vessels may enter/exit the port or shift within the port at night upon decision of captain and pilot.

Article 9      Upon evaluation of the port traffic, weather, pilot's work schedule and capacity of on-duty tugs, VTS may increase, cancel or adjust the port inbound or outbound order and shall not be bounded by Article 4 and 5 of the Regulations.

Article 10      The Regulations shall be implemented upon the date of promulgation. Any other unspecified matters may be amended accordingly at an appropriate time.



Figure 1. North-south channel waiting area  
(ships at industrial port area and southern berth)

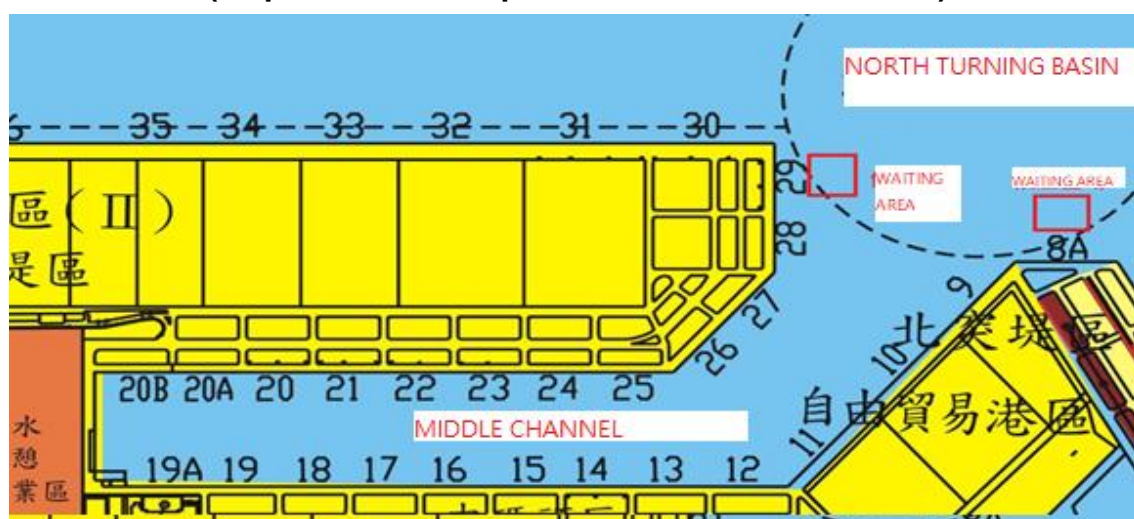


Figure 2. Middle channel waiting area

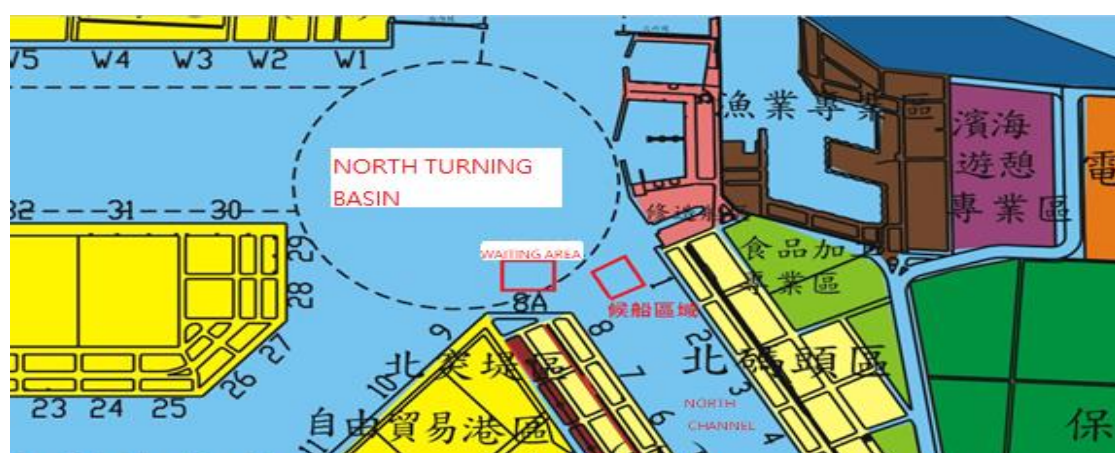


Figure 3. North channel waiting area