

Table of Summary on Operating Regulations governing Vessels Entering and Exiting and Mooring/Berthing at the Port of Taichung

Amended on the letter of Port of Taichung, Zhong Gang Wu Zi no. 1102050279,
dated Jan 15 2021

Typhoon scales	Typhoon path	Operating regulations	Remark
Intense typhoon	When the Central Weather Bureau announcing a sea and land typhoon alerts, the critical area encompasses the Taichung area	<p>I. The operating regulations have been promulgated pursuant to the “Taiwan International Ports Corporation, Limited Typhoon Period Vessel Mooring/Berthing Operating Principle Guideline” article 6.</p> <p>II. Vessel entering and exiting the harbor control: when the Central Weather Bureau announcing the sea and land typhoon alerts which are encompassing the Taichung area, and the measured within 15 minutes average wind (level) has reached Beaufort Scale level-8 (with wind speed being at 17.2m/s ~ 20.7m/s) or stronger at the north breakwater, all vessels entering and exiting the port operation may be temporarily suspended. The wind force (level) measured primarily according to the north breakwater, that by the Vessel Traffic Service (VTS) is considered ancillary, and that by the Central Weather Bureau, Wuchi Weather Station are intended as references.</p> <p>III. Liquid natural gas (LNG) vessels mooring and berthing operation in Port of Taichung during the typhoon period:</p> <p style="margin-left: 20px;">(I) Scheduled port entry: following a land typhoon alert is announced, indicating it might invade the port in the next 12 hours, all LNG vessel entering the port would be suspended.</p> <p style="margin-left: 20px;">(II) When already tying and berthing: following a sea typhoon alert has been announced, LNG vessels shall principally adopt fast unloading/loading, and upon completing the unloading/loading work, shall swiftly exit the port; following a land typhoon alert has been announced, when the typhoon critical areas encompass the harbor, LNG vessels shall exit the port for sheltering against the wind within 4 hours.</p> <p>IV. Following a land typhoon alert has been announced, and when the Central Weather Bureau forecasting the typhoon paths are likely to encompass the port of Taichung area in the next 8 hours, vessels mandated to exit the port for</p>	

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		<p>sheltering against the wind or to move the berth are as follows:</p> <ul style="list-style-type: none"> (I) Passenger ships and vehicles carrier with a gross tonnage are more than 30,000 metric tons. (II) All Container ships. (III) Idling (for its definition, refer to footnote 1) bulk carrier with a gross tonnage are more than 25,000 metric tons. (IV) Vessels moored at the port's east/west diaphragm walls and the west docks shall all coordinate the branch company's instructions to move and berth at other docks. (V) Dangerous goods carrier (including tankers, chemical goods carrier and the like): <ul style="list-style-type: none"> 1. Idling dangerous goods carrier shall also exit the port for sheltering against the wind, and when claiming not idling to refuse to exit the port, the ship owner shall supply ship-carrying cargo certification document, Paragraphs 2 and 3 shall apply. Those who are subject to these two paragraphs shall exit port for typhoon sheltering. 2. Non-idle dangerous goods carrier with a gross tonnage more than 5,000 metric tons shall exit the port for sheltering against the wind. 3. Non-idle dangerous goods carrier with a gross tonnage are 5,000 metric tons or less , if not exiting the port, shall declare the filing per the following regulations: <ul style="list-style-type: none"> (1) If mooring at the communal docks, the ship captain or the agent is to sign the affidavit (as depicted in the appendage) attesting willingness to linger in the port area for wind sheltering, and is also to adhere to the Commercial Port Law and the Regulations on Port Services at Commercial Ports and related regulations to devise proper pollution prevention and stepped-up mooring lines and related typhoon-prevention safety measures, to be eligible to linger in the port for wind 	

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		<p>sheltering, and of any accidental disaster occurred during the harbor lingering period to inflict damage on the branch company or a third part, the ship owner is to assume the damage compensatory liability;</p> <p>(2) When mooring at appropriated docks, it shall first obtain the dock leasing company's consent, and also issue an affidavit as stipulated under paragraph (1), for a ship to be eligible to linger in the port for wind sheltering, and of any accidental disaster occurred during the port lingering period, the ship owner and the exclusive dock leasing company are to assume the damage compensatory liability, provided that when the branch company coordinating and assigning the berths, the ship owner is to assume the damage compensatory liability.</p> <p>(VI) Offshore wind farm work vessels:</p> <ol style="list-style-type: none"> 1. Offshore wind farm work vessels carrying large wind turbine components (non-idle) shall exit port for wind sheltering. For a vessel that refuses to do so, the large wind turbine component carried shall be unloaded to shore and the vessel stay in port unloaded. In case that a vessel carries a large wind turbine component that is unable to be unloaded to shore and refuses to exit port, Subparagraph 3 of this Paragraph shall apply. 2. The costs incurred due to Subparagraph 1 of this Paragraph shall be borne by the ship owner. 3. The following rules shall apply to a non-idle offshore wind farm work vessel that does not exit port: <ol style="list-style-type: none"> (1) If mooring at the communal docks, the ship owner or the agent is to sign the affidavit (as depicted in the appendage) attesting willingness to linger in the port area for wind sheltering, and is also to adhere to the Commercial Port Law and the Regulations on 	

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		<p>Port Services at Commercial Ports and related regulations to devise proper pollution prevention and stepped-up mooring lines and related typhoon-prevention safety measures, to be eligible to linger in the port for wind sheltering, and of any accidental disaster occurred during the harbor lingering period to inflict damage on the branch company or a third part, the ship owner is to assume the damage compensatory liability;</p> <p>(2) When mooring at appropriated docks, it shall first obtain the dock leasing company's consent, and also issue an affidavit as stipulated under paragraph (1), for a ship to be eligible to linger in the port for wind sheltering, and of any accidental disaster occurred during the port lingering period, the ship owner and the exclusive dock leasing company are to assume the damage compensatory liability, provided that when the branch company coordinating and assigning the berths, the ship owner is to assume the damage compensatory liability.</p> <p>4. The berth assigning sequence for offshore wind farm work vessels during typhoon is shown as follows:</p> <p>(1) Towed boats with limited maneuvering capability (powerless platforms and barges): an application shall be filed 24 hours in advance for this type of vessels which shall enter the port 12 hours in advance for wind sheltering;</p> <p>(2) Crew transportation vessel (CTV);</p> <p>(3) Service operation vessel (SOV) and other Supply boat;</p> <p>(4) Multi-purpose vessel used for riprap installation and Cable laying vessel;</p>	

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		<p>(5) Jack-up barge / vessel used for installing wind turbine blades and towers and their underwater foundations;</p> <p>(6) Heavy lift vessel for storing wind turbine components as they enter port;</p> <p>5. The harbor entry order for the offshore wind farm work vessels of the same place mentioned in the preceding subparagraph shall be based on 5-knots arrival time.</p> <p>6. When the assigned berth is not available, the unassigned offshore wind farm work vessel shall prepare as early as possible to exit the harbor to seek shelter against the wind.</p> <p>V. The vessels that have arrived at outside the port area's perimeters shall all exit the harbor to seek shelter against the wind.</p> <p>VI. Matters not explicitly stated in the operating regulations may be timely reviewed and amended.</p>	
Moderate typhoon	Same as the above	Same as the above	
Minor typhoon	Same as the above	Same as the above	

Footnotes:

(Following a land typhoon alert has been announced, and at the time when the Central Weather Bureau's forecast typhoon path in 8 hours is likely to encroach on the port of Taichung)

- I. Ships destined to the port as the unloading port, upon unloading the cargo, are deemed as idle load.
- II. The Vessel Traffic Service (VTS), upon compiling the vessel information to present to the harbor master for reference and weighing, is to determine passenger ships, vehicles carrier, bulk carrier, container ships, idling dangerous goods carrier (including tankers and chemical goods carrier) harbor exit schedule for sheltering against the wind, and is also to telephone and fax notify the harbor exit schedule for sheltering against the wind.
- III. Of vessels mooring at the harbor's docks, the stepped-up cable tying operating baseline is defined as follows: Of ships with a gross tonnage are 10,000 metric tons or less, there shall at least be 5 mooring lines (including the back spring) each at the bow and stern; of ships with a gross tonnage over 10,000 metric tons or more, there shall be at least 7 mooring lines (including the back spring) at the bow and stern.
- IV. To maintain the harbor safety, priority shall be given to vessels with high freeboard susceptible to larger wind surface impact as the mandated vessels to exit the port for sheltering against the wind.
- V. Of vessels not mandated to exit the port for sheltering against the wind, if the onsite judgment or signs indicating there are certain hazards, the branch company may request said vessel to exit the port for sheltering against the wind.
- VI. Vessels permitted to linger within the port area are still urged to stringently inspect the ship conditions, cargo loading and related situations, and where deemed necessary are best to exit the port for sheltering against the

wind as early as possible. If determined to linger in the port, shall declare the filing per typhoon prevention operating regulations, and also step up the mooring lines and various typhoon-prevention, wind-resistance work; if determined to exit the port for sheltering against the wind, shall ready the preparations as early, and also need to exit the port at the specified schedule.

- VII. Of the daytime or nighttime visibility, when visual can be made from the Vessel Traffic Service (VTS) to the south inner breakwater lighthouse or the lighthouse's light-emitting point (with the two locations separated by a distance of approximately 740 meters), all vessel entering and exiting navigation work shall be temporarily suspended.
- VIII. Upon implementing a temporarily suspension work on vessels entering and exiting the port, and when the typhoon storm perimeters leave the harbor area, also with the 15-minute average wind to be lower than the control baseline figure (level-8 wind) and lasts for 2 hours, the port entering and exiting operation may resume.

Affidavit for Voluntary Linger in the Harbor for Vessels that are Supposed to Exit Port during a Typhoon

The affiant _____ (hereinafter referred to as The Company), and its (agent) has moored at your esteemed port of the vessel:

Vessel number (TP Net): _____ Vessel type: _____

Vessel name: _____ Vessel call sign: _____

Gross tonnage: _____ Vessel length (meter): _____

Mooring dock: _____

In accordance with your esteemed company's relevant typhoon presentation regulations, and as the ship owner voluntarily desires to linger in the port area for typhoon protection and wind sheltering, the company has verified and also guaranteed that during the harbor wind-sheltering period, said vessel would adhere to the Commercial Port Law and the Regulations on Port Services at Commercial Ports and related regulations, to perform pollution prevention and step up mooring lines and related typhoon prevention safety measures, the company declaration we have read, understood and accepted the following terms and conditions: The Commercial Port Law; The Regulations on Port Services at Commercial Ports; Table of Summary on Operating Regulations governing Vessels Entering and Exiting and Mooring/Berthing at the Port of Taichung; The Taiwan International Ports Corporation, Limited Typhoon Period Vessel Mooring/Berthing Operating Principle Guideline; and the related laws. The company agrees to assume any and all liability as the result if violating any of the laws and regulations mentioned above. In the wake of cable rupturing, collision or other accidental incident to inflict damage on your company and a third party (including but not limited to facility damage, operating loss, litigation expenditure and so on), the company is willing to assume the absolute compensatory liability.

The affidavit is hereby presented to,

The Port of Taichung, Taiwan International Ports Corporation, Limited

Affiant (signature/endorsement):

Address:

Contact telephone:

Statement and agreement of the applicant

The applicant hereby specifically attests that of any dispute arisen from the affidavit shall be settled in a legal procedure, and also heeds to the Taiwan Taichung District Court as the judicial court for the initial trial.