

Rules for safe passage of dredgers and other units used in the expansion of the offshore part of the Terminal to and from the area of works.

The described rules were developed by the Investor and then assessed by the Szczecin Maritime Office, the Świnoujście Harbor Master's Office, VTS Service and Szczecin Pilot. After taking into account the comments presented, the Rules were approved by the relevant authorities of the Polish Maritime Administration.

Coordination of construction works and the vessels' traffic will be as follows:

- The Coordinator of the Offshore Construction Site appointed by the Contractor is responsible for coordinating the works in the area of the newly designed ship berth in the Outer Port, which coordinator should remain in radio contact with the captains of dredgers and other units used in the expansion of the offshore part of the Terminal and with the Port Authority of the Harbor Master's Office (74 VHF) and the VTS Service (12 VHF).
- The work area is determined by the decision of the West Pomeranian Voivode No. 4/2019 of March 14, 2019 on determining the location of the terminal extension. The area where the works are carried out is presented graphically in the document No. T-10-ZB-A-35005 - Scheme of dredging works, included into Appendix No. 8 to MOM.
- The permission for the passage of dredgers and other units used in the expansion of the offshore part of the Terminal to / from the work area during the entry / exit to / from the Outer Port is granted by the VTS Service.
- In the event that the passage of dredgers and other units used in the expansion of the offshore part of the Terminal to / from the work area does not involve entry / exit to / from the Outer Port, the decision on the transition is made by the Coordinator of the Offshore Construction Site, provided that all the safety criteria described in this section and in the Port Regulations are observed.
- It is forbidden for the dredgers and other units used for the expansion of the offshore part of the Terminal to pass to / from the work area, as well as to enter and leave the Outer Port during entry / exit and maneuvering of the LNG carrier in the Outer Port.
- The passage of dredgers and other units used in the expansion of the offshore part of the Terminal to / from the work area, as well as entering and leaving the Outer Port while the LNG carrier is on the entrance track to the Outer Port is allowed, provided that the passage it will take place at a safe distance, pursuant to § 38 para. 5 of Port Regulations.
- The maneuvering of the LNG carrier during the port entry is considered completed when the ship's Captain provides the VTS Service with the "All fast" information.

- The maneuvering of the LNG carrier during departure from the port is considered as commenced when the Master reports to the VTS Service that the vessel is ready to leave the port and ends when the vessel passes a pair of buoys 15/16 on the approach fairway to Świnoujście.
- During the passage of dredgers and other units used in the expansion of the offshore part of the Terminal, to / from the work area, while the LNG carrier is moored at the Terminal's unloading berth, one of the LNG carrier's permanent assistance tugs (described in § 188 Section 2 of the Port Regulations), protects the moored LNG carrier against a possible collision of a passing vessel employed in the expansion of the Terminal, which could occur, e.g. as a result of a breakdown or failure.
- During the passage of dredgers and other units used in the expansion of the offshore part of the Terminal to / from the work area, while the LNG carrier is moored at the unloading berth, "stand-by" at both anchors is required on the passing vessel.
- The passage of dredgers and other vessels used for the expansion of the offshore part of the Terminal to / from the work area must be at a distance of at least 1.5 cables from the side of the moored LNG carrier. The Master of the LNG carrier is informed about this arrangement.

Procedure for the safe passage of dredgers and other vessels used in the expansion of the offshore part of the Terminal to / from the work area.

- The captain (or other authorized person) of the dredger and / or other vessel used for the expansion of the offshore part of the Terminal reports to the Coordinator of the Offshore Construction Site on the appropriate VHF channel about the intention to move to / from the work area. In the event of a passage requiring entry / exit to / from the Outer Port, such an intention is also reported to the VTS Service and requires its consent.
- The Coordinator of the Offshore Construction Site analyzes the conditions specified in this section, and then, depending on the situation, notifies the tug captain on the appropriate VHF channel, who, after passing near the side of the tanker, confirms readiness to provide the safety of the moored LNG carrier for the duration of the dredger and / or other vessel's passage to / from the area of work.
- The above-mentioned minimum distance of passing a moored LNG carrier by dredgers and / or other units employed in the expansion of the Terminal may be increased at the request of the VTS operator, depending on the hydrometeorological conditions. In the event of unfavorable hydrometeorological conditions, the traffic of vessels working in the Outer Port, while the LNG carrier is moored at the Terminal's unloading berth, may be suspended.