

Ministry of Transports and Infrastructures

CHIOGGIA COAST GUARD Authorization Nr.67/2023

The Head of Department of Chioggia Coast / Harbour Master :

HAVING REGARD TO the note protocol nr. ALNG 0262/23 assumed at nr. 36081 on 11/11/2023 through the which company Terminale GNL Adriatico S.r.l., with registered office in Milan, via Santa Radegonda n. 8, has proceeded to request the possibility of authorizing a phase experimental for carrying out mooring and unmooring operations on methane tankers carriers under the exemption from ordinance no. 38/2023 with the operational limits defined by SIPO21;

HAVING REGARD TO the Final Report drawn up by SIPO21, following the activity carried out at the Centre Simulation of Madrid, transmitted with note prot.n. ALNG-0239/23 acquired at prot.n.32503 dated 12/10/2023, which does not highlight any critical issues in carrying out the maneuvers during the night and defines possible operating limits higher than those imposed with ordinance no. 38/2023;

HAVING REGARD TO the results of the technical table meeting on 11/23/2023, referred to in the minutes acquired at prot.n. 37689 on 11/24/2023, during which it was shared with the participants and the possibility of foreseeing an experimental period of six months in which they will come applied some of the maximum operating limits proposed by SIPO21 and further evidence deemed useful for the purpose of a broader evaluation of a possible revision of ordinance no. 38/2023 at the end of the aforementioned probationary period;

HAVING REGARD TO the availability of the requesting company to guarantee familiarization, at the bridge simulators, for the benefit of the Pilots' Corporation of Chioggia and Porto Levante and for the benefit of the tugboats masters belonging to the Adriatic Towage Company, whose subjects serve at the off-shore terminal;

HAVING REGARD TO the own Ordinance no. 38/2023 dated 06/22/2023 containing Rev. 01 to the "Regolamento di Sicurezza e di Polizia Marittima del Terminale Marino Adriatic LNG";

HAVING REGARD TO the internal safety regulation "Adriatic LNG Terminal Regulation & Information Booklet" Rev.5 (2023) with particular reference to paragraphs 3.6;3.7;10.1.3

HAVING REGARD TO articles 17, 28, 30, 62 and 81 of the Navigation Code, as well as art.59 of the related Implementation Regulations.

CONSIDERED: the evaluation carried out by its Offices on the basis of the elements provided by the SIPO21 Simulation Center, the participation of workers in the simulation sessions, the professional experience gained by the operators and according to the indications contained in the national directives and international guidelines;

DEEMING it is necessary to issue an appropriate authorization provision in order to regulate the competence profiles regarding navigation safety and the protection of human life at sea.

ORDERS

As far as it is concerned, and for the sole purpose of navigation safety, for an experimental period of six months from the issue of this document, the carrying out of mooring and unmooring maneuvers in partial derogation of the provisions of the art. 6 referred to in ordinance no. 38 of 06/22/2023.

Specifically, the mooring and unmooring operations of the LNG tankers at the offshore terminal must take place as follows:

1. For Conventional type LNG tankers, the maximum significant wave height limits for carrying out mooring and unmooring operations are those in the table referred to in Article 6 of Ordinance No. 63/2008 in the original version of 02 /09/2008;
2. For Q-Flex type LNG tankers (i.e. *other than those referred to in point 1*) the maximum limits of wind intensity and significant wave height for carrying out mooring and unmooring operations are raised to 20 knots respectively (average speed) and 1.5 meters from any direction and with a current intensity not exceeding 0.5 knots;
3. The aforementioned mooring and unmooring maneuvers will be carried out with the four 65T Bollard Pull tugboats currently serving the Terminal;
4. Mooring and unmooring maneuvers may also take place at night at the discretion of the Master of the LNG tanker, where weather and sea conditions allow it, after consulting the Technical Nautical Services and the Offshore Installation Manager.

The exceptions referred to in this provision are to be considered valid under the following conditions:

- A. The intention to proceed with the mooring or unmooring of the LNG tankers in derogation of ordinance no.38/2023 is communicated by the applicant Company within 48 hours prior to the mooring and unmooring maneuvers to the Coast Guard of Chioggia and within the maximum operating limits set out in this authorization;
- B. They are drawn up, where an exception to the art. 6 of Ordinance no. 38/2023, detailed reports from the pilotage, mooring and towing services, containing a description of the maneuver and the orders given, the actions undertaken and any critical issues or aspects worthy of attention, to be sent via official channels to this Authority within and no later than 48 hours following the end of the manoeuvre;
- C. It is drawn up, where an exception to the art. 6 of Ordinance no. 38/2023, separate report from the concessionaire company, to be sent via official channels to this Authority no later than 48 hours following the end of the manoeuvre;
- D. A *memorandum* containing the operating procedures of pilotage, mooring and towing services must be drawn up by the deadline of this provision. This document must then be shared with this Coast Guard Offices;
- E. Crew supply vessels are available to the members of the A.T.I. line handler of the Ports of Chioggia, Venice and Ravenna, where they deem it necessary or appropriate, for boarding and disembarking from the Terminal;
- F. Familiarization and training sessions are organized at the bridge simulators for the benefit of the Pilots' Corporation of Chioggia and Porto Levante and for the tugboat masters belonging to the Adriatic Towage Company.

For anything not expressly derogated, the provisions of ordinance no. 38 dated 06/22/2023 apply.

The applicant, following the notification, accepts the provisions contained in this provision and undertakes a formal commitment to full compliance with the same.

Failure to comply with the provisions contained in this provision leads to its automatic ineffectiveness.

This Maritime Authority retains the right to suspend, revoke or cancel this provision at any time, with even brief communication in case of urgency, without prejudice, in any case, to the forwarding of a formal reasoned provision by certified email.

This provision is to be understood as legally given by the competent Authority, and any violation thereof, if it does not constitute a crime, will be sanctioned pursuant to articles. 1164, 1174 and 1231 of the Navigation Code and/or other regulations in force on the matter.

Chioggia, 05/12/2023

C.F. (CP) Alessio PALMISANO– the Harbor Master