

Ministry of Infrastructure and Transport

HARBOUR MASTER

CHIOGGIA

Safety and Maritime Police Regulations for the Adriatic LNG Marine Terminal

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ART. 1 DESCRIPTION OF THE TERMINAL

The Terminal of "TERMINALE GNL ADRIATICO s.r.l." is a storage and regasification facility for liquefied natural gas (LNG) consisting of a fixed concrete structure (GBS), oriented in an East/West direction, measuring approximately 180 meters in length and 90 meters in width, containing two LNG storage tanks of 125,000 m³ each in volume and other equipment located on the upper deck. A 30" diameter connecting pipeline allows gas to be sent to the national grid. Two separate mooring structures are located at the East and West ends of the concrete base and are connected by two pedestrian walkways, making the total length of the structure 385 meters. Mooring dolphins on the North side of the platform allows LNG ships to be moored to the Terminal for unloading operations.

The Terminal is positioned at geographic coordinates (WGS-84 datum): Lat. 45° 05'.30 N - Long. 012° 35'.10 E.

The Terminal, equipped with a Racon signal emitting the Morse code letter "U," is marked by:

MAIN LIGHTS:

- a) Four (4) white main lights, two positioned on the mooring structures and two on the central body of the platform at the North-West and South-East corners;
- b) Two (2) red main lights, installed on the central body of the platform at the North-East and South-West corners;

SECONDARY LIGHTS:

- a) Four (4) white secondary lights, two positioned on the mooring structures and two on the central body of the platform at the North-West and South-East corners;
- b) Two (2) red secondary lights, installed on the central body of the platform at the North-East and South-West corners.

ART. 2 DEFINITIONS

For the purposes of this regulation, the following definitions apply:

- a) Harbour Master: Chioggia Harbour Master;
- b) TERMINALE GNL ADRIATICO S.r.l (or Adriatic LNG): The company holding the state concession, operator of the offshore regasification Terminal as defined in point c);
- c) Terminal: Offshore regasification platform, centered at the following coordinates WGS-84: Lat. 45° 05'.30 N – Long. 012° 35'.10 E;
- d) ATBA Area: Area To Be Avoided/ Mandatory No Anchoring Area - A circular area with its center at the Terminal and a radius of 1.5 nautical miles as defined in IMO Circular No. SN1/Circ.257 dated 11 December 2006 "Routeing measures other than traffic separation schemes" (marked with letter "B" in Annex 1).

e) Safety Zone: A circular area centered at the Terminal with a radius of 2,000 meters as defined in IMO Circular No. SN1/Circ.257 dated 11 December 2006 “Routeing measures other than traffic separation schemes” (marked with letter “A” in Annex 1);

f) “OIM”: Offshore Installation Manager: Shift Manager of the Terminal;

g) Pilotage, mooring: Technical nautical services as defined by the Navigation Code and its Implementing Regulations, as well as Article 14 of Law 84/1994;

h) Towing: Professional assistance service used by TERMINALE GNL ADRIATICO s.r.l., on a private contractual basis until the natural expiration of the contracts, identified for the purposes of this discipline as that maneuver assistance service using towing units that guarantees navigation and docking safety;

i) Pilots, linehandlers, tugboats: Those who perform the service and assistance maneuvers as per the previous letters g) and h).

ART. 3 SAFETY AREAS

Anchoring is prohibited in the ATBA area (radius of 1.5 M from the central position). Entry into the ATBA area is prohibited for all ships with a gross tonnage equal to or greater than 200 tons unless authorized by the Harbour Master with a specific act. Exceptions are the units involved in the unloading of liquefied natural gas (LNG) and the naval units of the Harbour Master and the Police Forces, due to their institutional duties. Units entering this area and not destined or linked to the Terminal's operations must remain outside the Safety Zone. All authorized ships, when navigating within the ATBA area, must maintain a speed that ensures constant control of the vessel and does not compromise the safety of other ships and the Terminal's structures. LNG ships operating at the Terminal must have the Pilot on board when navigating within the ATBA area, during mooring and unmooring, and during all commercial operations. Transit, anchoring, waiting in the Safety Zone, fishing in any form, unauthorized underwater activities, and any other activity are prohibited. However, emergency units, Harbour Master units, Police Forces, and technical nautical services units are exceptions. Technical service units for the Terminal must be authorized by the Harbour Master to enter the Safety Zone, upon request from the Adriatic LNG Terminal. Permanent authorization, if issued, is valid for up to 12 months and must be renewed thereafter. All ships within the Safety Zone must have their main engines always ready for use to provide propulsion even at short notice. The following units are allowed to navigate within the ATBA area and, if duly authorized by the Harbour Master, within the Safety Zone without requiring a pilot:

Support and supply units authorized as per the previous paragraphs, for transporting personnel and/or provisions and materials solely to the Terminal, and assistance units;

Tugboats and other support units for mooring and unmooring ships at the Terminal;

Emergency units, Harbour Master, and Police Forces units.

ART. 4 ANCHORAGE AREA

LNG tankers destined for the Terminal, if necessary, must use the CST (Chioggia Small Tanker) anchorage area located about 7 miles from the Terminal in the NW direction and marked on official

charts, with prior authorization from the Harbour Master. Only one ship at a time may anchor in the anchorage area. LNG tankers bound for the Terminal are not authorized to wait in other areas of the Maritime District unless specifically evaluated by the Harbour Master following justified requests.

ART. 5 REQUIREMENTS FOR LNG TANKERS DIRECTED TO THE TERMINAL

LNG tankers directed to the Terminal must comply with the requirements and possess the documentation and certifications provided by the current regulations, particularly the Ministerial Decree of 02 August 2007 "Provisional regulations for the maritime transport of dangerous goods in bulk in a gaseous state, regulations for the same and administrative procedures for the issuance of authorization for boarding and the clearance for disembarking such goods."

Mooring at the Terminal will be allowed for LNG tankers that comply with the following construction limits:

| | |
|------------------------------------|------------------|
| Maximum overall length of the ship | 320 m |
| Maximum GRT | 145,000 t |
| Maximum DWT | 148,000 metric t |
| Maximum draft | 13 m |
| Maximum cubic capacity | 217,000 m3 |

During the management of LNG tanker mooring operations at the Terminal, the ship must also comply with the provisions of its Ship Security Plan (SSP) and the Terminal with its Port Facility Security Plan (PFSP).

ART. 6 MOORING AND UNMOORING OPERATIONS

Mooring and unmooring operations of LNG tankers at the Terminal must occur under favorable weather and sea conditions, with visibility always exceeding 500 meters, current intensity never exceeding 1 knot, and within the following maximum reference limits, except for any stricter evaluation by the unit Master, who remains responsible for the maneuver:

| Activity: Conventional Units | Direction/Duration |
|--|--|
| Significant wave height limits for mooring and unmooring operations: | 1.5 m from any direction |
| Wind intensity limits for mooring and unmooring operations: | 25 knots from any direction for 1 hour |

| Activity: Q-Flex/Large Conventional Units | Direction/Duration |
|--|--------------------------|
| Significant wave height limits for mooring and unmooring operations: | 1.5 m from any direction |

| | |
|---|-----------------------------|
| Wind intensity limits for mooring and unmooring operations: | 20 knots from any direction |
|---|-----------------------------|

The Terminal must identify and ensure a time window from the start of the maneuver (coinciding with the Pilot on Board, POB) until the ship is expected to exit the safety zone at the end of operations, during which weather and sea conditions remain favorable. This window is generally identified as 24 hours for Conventional units and 36 hours for other unit types, in any case, adequate for the expected unloading duration.

The above-mentioned significant wave height and wind intensity must be considered as safety limit parameters for the ship. Consideration for the safety of the workers involved in the operations and the employer's responsibilities regarding accident/injury prevention assessments remains paramount and prevalent.

In case of radio contact interruption, maneuvers must be suspended until such contacts are restored. Similarly, maneuvers must be suspended if the OIM deems this measure necessary for the Terminal's safety.

Personnel involved in these maneuvers must be equipped with portable transceivers with the safety characteristics required for operating in spaces potentially hazardous due to the presence of gas or flammable vapors. A portable emergency transceiver with similar safety characteristics must be available on board the ship.

Radio communications must be maintained on VHF channels 8/15 for the entire duration of the mooring operations, in addition to continuous radio listening on VHF channel 16. Communications must be conducted in Italian or English.

To facilitate the scheduling of the ship's berths in the port of Chioggia, the Maritime Agency of the LNG tanker scheduled to moor at the Terminal must create the ship's call in the PMIS NMSW (Port Management Information System - National Maritime Single Window) system and complete the berthing communication as per current regulations. The same Agency must inform the Chioggia Harbour Master, by phone and email, as follows:

During working days:

- a. At least 48 hours in advance, providing a forecasted POB time; if the service is scheduled for Monday, the communication must be received by the previous Friday;
- b. 24 hours before the POB, and in any case, by 12.00 on the previous working day, confirming the POB time;

If the maneuver is scheduled for Sunday or Monday, or during National/Local holidays, the POB time confirmation must be communicated by 08:30 on the previous working day.

The Chioggia Harbour Master will proceed with scheduling the LNG tanker, informing the interested parties, provided the provisions of this article are respected.

Any variation regarding the already scheduled Pilot on Board time must occur:

- I. During working days, informing the Chioggia Harbour Master, Port Master's Office, by phone and email of the proposed new POB time and awaiting confirmation of the variation;
- II. During non-working days, informing the Chioggia Harbour Master Operations Room by phone and email (041 5508207 – so.cpchioggia@mit.gov.it) of the proposed new POB time and awaiting confirmation of the variation.

ART. 7 TOWING, MOORING, AND PILOTAGE

For operations at the Terminal, ships must use assistance services as per the provisions of annexes 2, 3, and 4 of this regulation. If dangerous events or malfunctions occur, pilots, linehandlers, and tugboat masters must report the incident to the Chioggia Harbour Master and the Terminal Operator (ALNG), which must promptly take corrective actions and communicate the interventions carried out and/or any proposed improvements to the Harbour Master within 48 hours of the report.

ART. 8 SAFETY CONDITIONS DURING THE MOORING OF LNG TANKERS AT THE TERMINAL

Anchors on LNG tankers must always be ready for use whenever entering the Safety Zone, although the Master may order their use only in an emergency. The Master must always communicate the Pilot's boarding, the start, and the end of mooring and unmooring operations to the Harbour Master. The ship must always be ready to leave the Terminal using its propulsion system. The Master evaluates the number and configuration of mooring lines deemed necessary for safe mooring. During the ship's stay at the Terminal, appropriate supervision of the mooring quality must always be ensured. All lines must be kept properly taut to counter any ship movements due to tides or waves. LNG tankers during the stay must keep a Fire Wire ready forward and aft, capable of ensuring emergency towing with a disabled ship. Terminal personnel and linehandlers must regularly check the mooring lines and immediately communicate with the ship's Master and the Pilot for any necessary actions.

The Terminal Operator (ALNG) must ensure that detailed weather forecasts and current weather conditions, as well as storm warnings, are collected at the Terminal using appropriately positioned instruments in agreement with the Harbour Master and equipped with suitable redundancy. Additionally, it must ensure that these weather data (wind direction and speed, wave direction and height, current direction and intensity, visibility) are continuously monitored during commercial operations to always operate safely, considering the technical-structural limits of equipment and onboard arrangements (lines, fenders, hooks, loading arms). The Terminal operator must also guarantee autonomous access and consultation of weather data (wind, current, wave, visibility) by the Harbour Master and technical nautical services for real-time reading.

During the ship's stay at the Terminal, the draft and trim must allow for safe departure from the mooring at any time. The LNG tanker must always be well illuminated on the deck during the entire duration of operations, with an illumination intensity at the Terminal's operation area of no less than 50 lux at one meter from the work planes (UNI EN 12464-2).

The moored LNG tanker must be connected to the facility via a gangway provided by the Terminal. During nighttime hours, the deck access area and the gangway must always be illuminated. Ship personnel must continuously monitor the gangway and the manifold area (loading arms). During the mooring of the ship, safety and security notices and information must be posted in the gangway access area. Repairs or other types of work that may render the ship unable to move independently are not

authorized. All work involving flame or heat sources is also excluded. In case of sudden breakdowns rendering the ship incapable of maneuvering, the Harbour Master must be promptly informed. If emergency repairs are necessary to restore conditions for safe unmooring and maneuvering of the ship, they must be carefully evaluated and possibly authorized by the OIM, in agreement with the Harbour Master. During the ship's stay at the Terminal, the onboard fire-fighting system must be efficient and ready for use; otherwise, the ship must be unmoored and moved out of the safety zone.

ART. 9 EXAMINATION AND VERIFICATION OF CARGO TRANSFER EQUIPMENT

TERMINALE GNL ADRIATICO S.r.l. is required to inspect and test the loading arms and connected equipment weekly and in any case before starting commercial operations. Detailed inspection and verification procedures must be included in the specific operational procedures of the Terminal.

Before each transfer operation, the ship/terminal communication system must be verified; the tests conducted by the Terminal and the ship for activating the ESD1 (Emergency Shut Down 1) must be confirmed by both parties. Annually, the Terminal must conduct a release test under controlled conditions similar to ESD2 (Emergency Shut Down 2) to verify the activation of the PERC (Powered Emergency Release Couplet) and report the results to the Harbour Master.

ART. 10 RESPONSIBILITIES FOR LNG UNLOADING OPERATIONS

Without prejudice to the internal regulations of the Terminal regarding the communication flow, the OIM and the ship's Master must promptly inform the Harbour Master of any event that may compromise or alter the normal course of operations. Before start unloading operations, the Terminal must communicate the OIM's name to the Harbour Master (at the email addresses: "so.cpchioggia@mit.gov.it"; "nostromi.cpchioggia@mit.gov.it"; "lcportolevante@mit.gov.it"), also through notifications concerning the so-called operational readiness. During commercial operations, adequately trained personnel must be present at the Terminal to monitor all LNG transfer operations; these personnel must maintain direct and continuous contact with the ship's personnel responsible for unloading operations. The OIM's presence must always be ensured on board the Terminal during interface operations with the ship to be always available for emergency management.

ART. 11 PROCEDURES FOR LNG UNLOADING OPERATIONS

During commercial operations, a minimum crew composition capable of handling any emergency related to unmooring and ensuring the ship's, personnel's, and cargo's safety must be maintained on board the ship. Upon the LNG tanker's arrival, a meeting between a ship representative and an Adriatic LNG Terminal representative will be held to agree on the following aspects:

- Ship/Terminal/Shore communication;
- Ship/Terminal safety checklist;
- Emergency procedures;
- Cargo management plan;
- Ballast management plan;
- Work permit procedures and requirements.

Written agreements between the ship's master and the Adriatic LNG Terminal representative must be made regarding:

- Cargo management;
- Communication systems between the ship and Terminal.

Before start unloading operations, the ship's Master and an Adriatic LNG Terminal representative must complete the "Ship/Shore Safety Check List" following the ISGOTT guidelines in their most updated version. The completed and signed checklist must be sent to the Harbour Master by institutional email (addresses: "so.cpchioggia@mit.gov.it", "lcportolevante@mit.gov.it" and "nostromi.cpchioggia@mit.gov.it"), together with the ship's Master's declaration attesting to having received adequate and complete information on the contents of this Safety Regulation. All LNG tankers arriving at the Terminal must be equipped with an Emergency Shut Down (ESD) system and a ship/terminal connection system compatible with the Terminal. Before starting the cargo transfer operation, it is necessary to verify that the ESD system and the ship/Terminal connection system are operational. Both the ship's personnel and the Terminal's personnel engaged in commercial operations must know how to operate the Emergency Shut Down system and be instructed to activate it in case of danger. During commercial operations, the ship's Master and the OIM, each within their respective competences, must order frequent checks to ensure safety conditions persist. If these conditions fail, the OIM must order the immediate suspension of unloading operations and, if necessary, the ship's unmooring, communicating it to the Harbour Master Operations Room. During LNG transfer operations, only Terminal technical personnel and persons authorized by the OIM may access the areas involved in the operations. If visibility drops below 100 meters during unloading operations, maximum attention must be paid, and necessary precautions must be taken regarding the safety of the personnel on duty on the ship's deck and the Terminal. Ships must leave the Terminal immediately after completing commercial operations, or whenever requested by the Terminal or the Harbour Master. During the entire duration of commercial operations, helicopter landing and take-off at the Terminal are prohibited, except for emergency services. Such operations will be authorized by the OIM, following the helicopter Pilot's favorable opinion and the HLO (Helicopter Landing Officer) on the platform's helideck, and prior approval from the Harbour Master.

ART. 12 SUSPENSION OF UNLOADING OPERATIONS FOR SAFETY REASONS

In case of worsening weather and sea conditions, damage to the equipment used for LNG transfer, or any other situation that may compromise the safety of personnel, the ship, the Terminal, or the marine environment, the ship's Master or the OIM must promptly decide and implement one of the following emergency procedures, provided this does not entail greater risk:

- a) Immediate suspension of unloading operations;
- b) Disconnection of the loading arms;
- c) Departure of the ship from the mooring.

ART. 13 BALLAST

For ballast operations to be carried out simultaneously with unloading, only segregated ballast tanks must be used, ensuring optimal trim conditions as per the previous article 8.

ART. 14 FIRE PREVENTION

The following activities are prohibited on the Terminal and moored ships during commercial operations for fire prevention purposes:

1. Smoking outside designated areas;
2. Using portable non-explosion-proof lights in hazardous areas;
3. Performing hot work or operations involving the use of any non-intrinsically safe electrical equipment without specific permits or work authorizations issued by the Terminal;
4. Using portable non-intrinsically safe electrical equipment, including fans, telephones, and lights, in hazardous areas without proper authorizations;
5. Possessing weapons, ammunition, flares, fireworks, and any other type of explosive/pyrotechnic material (except for distress signals);
6. Conducting regasification activities and transferring products from one tank to another through loading lines or temporary hoses;
7. Leaving external doors of the accommodation module open.

Radar equipment on the ship must be used in accordance with the guidelines contained in the International Safety Guide for Oil Tankers and Terminals (ISGOTT), in its latest available version.

ART. 15 FIRE FIGHTING SERVICE

The Terminal Operator (ALNG) is required to ensure the fire-fighting service, using qualified personnel or specialized companies authorized to provide such service. It must activate emergency procedures for its facilities in accordance with current fire prevention and major accident risk management regulations. TERMINALE GNL ADRIATICO S.r.l. is responsible for visibly posting operational schemes and emergency notices, clearly indicating the location of fire-fighting devices and emergency equipment. It must also provide and maintain efficient radio and/or telephone communication systems to ensure continuous communication between the Terminal, ships, and the Harbour Master. These systems include, but are not limited to, direct lines for emergency communications, dedicated radio frequencies for fire-fighting operations, and emergency telephones located at strategic points in the Terminal. Emergency plans must be regularly updated and periodically verified with the involvement of all operational personnel to ensure a rapid and effective response in case of fire or other emergencies. These plans, along with any subsequent updates and revisions, must be submitted to the Harbour Master.

ART. 16 ANTIPOLLUTION SERVICE

TERMINALE GNL ADRIATICO S.r.l. is required to organize the anti-pollution prevention service, also using specialized companies, to promptly and effectively intervene to contain and clean up as required by the "Internal Emergency Plan". The organization of this service and the available equipment must be detailed in a technical sheet, transmitted to the Harbour Master in its most updated version for inclusion in the Harbour Master's local anti-pollution plan.

ART. 17 PROHIBITIONS

The following activities are prohibited on the ship when moored at the Terminal:

- a) Pumping ballast, bilge water, or any water containing waste oils or residues into the sea;
- b) Causing oil spills into the sea;
- c) Causing leaks or spills from pipes, hoses, and onboard fittings. Any deck spill must be promptly collected with due precautions;
- d) Leaving scuppers and pipe-drains open.

Retention tanks must be kept clean and dry.

ART. 18 EMERGENCY SITUATIONS

In case of an alarm due to fire, explosion, or other incidents on board the ship or Terminal and/or in case of product spills, the operational procedures provided by the "Terminal Emergency Plans" must be adopted. The ship's Master must immediately, and under his responsibility, activate all fire-fighting, anti-pollution, and safety measures to safeguard the ship and crew and protect them from any potential danger; he must also immediately stop unloading operations, intercept the LNG flow, and inform the Terminal. Terminal personnel must proceed to their assigned points and follow the detailed instructions in the "Terminal Emergency Plans" to manage the ongoing incident. In case of an alarm at the Terminal during LNG transfer from the ship, the emergency stop procedure, including immediate closure of the interception valves (ESD), must be activated, as well as the specific fire-fighting, anti-pollution, and safety measures as indicated in the "Terminal Emergency Plans" for LNG.

ART. 19 EMERGENCY COMMUNICATIONS

The Terminal must be equipped with marine VHF radio equipment, with backup, and must maintain continuous listening on VHF channel 16 during commercial operations. Additionally, it must be equipped with HF radio and telephone communication systems. VHF channel 16 is the primary contact and emergency point. Any emergency at the Terminal must be immediately reported to the Chioggia Harbour Master Operations Room. Anyone who becomes aware, directly or indirectly, of damage or breaks to the submarine pipeline, pipes, joints or flanges, product leaks, equipment defects or malfunctions that may compromise the safety of unloading equipment, or any other problems that may pose any potential risk, must immediately notify the OIM. The ship's Master and crew must immediately inform the Terminal of any event that may compromise or alter the normal unloading operations or that may otherwise reduce the safety of the ship and/or the Terminal. In case of a fire, whoever detects it must immediately activate the fire alarm. In case of an incident, the procedures provided by the Terminal's Emergency Plans must be followed.

ART. 20 MUSTER LIST

The Terminal must maintain an updated "muster list" under the responsibility of the Terminal Operator (ALNG), in the form of a table clearly outlining the procedures to follow in case of an emergency, particularly regarding onboard fires and platform abandonment. This document must be available at

the most frequented points in the Terminal. The muster list must be updated by the OIM whenever there are changes in onboard personnel or emergency procedures. The document must specify, for each team:

- a) The designated muster point;
- b) The specific task to be performed, including the use of communication means to coordinate emergency operations;
- c) Instructions for extinguishing fires, including closing fire doors, ventilation shutters, stopping mechanical ventilation, and shutting off electrical power;
- d) Instructions for preparing and using life-saving equipment, including manning the lifeboats, boarding people onto such boats, and lowering them;
- e) Procedures for manning and launching rafts and other floating devices;
- f) Procedures for manning and launching the rescue boat;
- g) Muster points for personnel not directly involved in emergency management.

The muster list must specify the alarm signals used for different emergency scenarios and the names of the responsible persons and their substitutes tasked with ensuring that all life-saving and fire-fighting equipment is maintained in good operational condition and ready for immediate use. An illustrative and summary diagram of the emergency procedures must be permanently visible in the most frequented workplaces by Terminal employees, thus improving awareness and readiness to face critical situations effectively and coordinated.

ART. 21 EMERGENCY DRILLS AND TECHNICAL TESTS

Fire Drills:

The Terminal Operator (ALNG) must organize semi-annual emergency drills and technical tests to verify the efficiency of fire-fighting equipment and other safety equipment, as well as to train personnel;

The modalities and timings of the drills must be agreed upon with the Harbour Master. A descriptive document of the simulated scenario and the operational procedures provided must be sent to the Harbour Master at least 30 days before the scheduled drill date;

The objective is to verify the correct application of emergency procedures, including communication with external authorities;

The drills must include verifying the roles and response capabilities of support tugboats;

Emergency scenarios must be simulated where tugboats perform assistance activities, ensuring integration and coordination with the facility's emergency teams.

Rescue Drills:

Complete rescue drills must be performed at least once every six months under the supervision of the OIM (Offshore Installation Manager);

The drills must comply with all safety standards and include platform abandonment procedures and boarding the lifeboats for all personnel. For those in charge of lifeboats, the drills must include lowering, releasing, and navigating the boats;

It is mandatory to ensure that all platform personnel participate in at least one rescue drill per year;

If it is not possible to guarantee the training cycle due to proven and objective impediments, participation in the drills may be replaced by conducting the same emergency scenario at a certified training center.

Documentation and Communication:

After each drill/training, a detailed report must be sent to the Harbour Master within 30 days.

Verification of the Emergency Release System for Mooring Hooks:

The emergency release system for mooring hooks must be tested periodically with taut lines, covering 100% of the hooks within 12 months; For hooks used by LNG tankers, the system test must coincide with unmooring operations; The test results must be communicated to the Chioggia Harbour Master within 30 days of execution.

ART. 22 SAFETY EQUIPMENT OF THE TERMINAL

The Terminal must be equipped with collective life-saving equipment, boats, and rafts, located and equipped to ensure quick and safe evacuation of personnel in case of danger. The equipment must be able to accommodate at least twice the number of people present at the Terminal. The maintenance status of this equipment must be verified and checked periodically. The Terminal must have an approved type of lifejackets, in a number not less than 110 percent of all embarked persons. Life jackets must be kept in an easily accessible location. The Terminal must have at least two lifebuoys, equipped with a line of no less than three times the height of the unit's deck above sea level, placed on the sides of the unit and secured for quick release in case of need. The OIM is responsible for implementing emergency procedures, verifying the correct execution of platform abandonment phases.

ART. 23 ACCOMMODATION AND OTHER PRESCRIPTIONS

Accommodation areas must be separated from work areas and must not have direct communication with enclosed spaces containing tanks and production equipment. These areas must be connected by easy transit routes, kept clear, to places where life-saving equipment or other devices for quick evacuation are located. They must also be sufficiently isolated from noise, ventilated, heated when necessary, and adequately illuminated. Living quarters must be kept clean and orderly. They must be adequately lit, ventilated, or heated. A sufficient stock of potable water and provisions must always be available. An infirmary equipped with first aid equipment, including artificial respiration devices and stretchers for transporting the injured, must be provided. At least one person qualified to provide first aid must always be present at the Terminal. This person must have completed a certified international first aid training course. Additionally, other personnel trained in artificial respiration and cardiopulmonary resuscitation (CPR) techniques must be available at the Terminal. These personnel must have completed a certified CPR and first aid training course, meeting international standards. The

Terminal must be equipped, in addition to the normal access or exit route for personnel, with auxiliary means such as rigid ladders or other systems allowing quick evacuation of the unit by personnel in case of danger. The platform path must be fenced with railings. Walkways and work areas must not be slippery; passages and stairs must be equipped with handrails. The helideck perimeter must comply with the provisions of law and/or directives issued by competent ministerial bodies and ENAC.

ART. 24 PERSONNEL ROTATION AND SUPPLIES

Bunkering operations for LNG tankers are not allowed either during mooring at the Terminal or within the Safety Zone. Providing materials or supplies during commercial operations is not allowed. Embarking and disembarking personnel on board LNG tankers within the ATBA area must be previously communicated to the Terminal and the Harbour Master and permitted by the latter according to maritime security (ISPS) regulations in force. The ship's Master is responsible for verifying the identity of each person boarding his ship. At the request and under the responsibility of the ship's Master, the Harbour Master and the Terminal can allow access on board the moored ship for work or other justified reasons, provided that commercial operations have not yet commenced.

ART. 25 TRANSFER OF FUEL AND DANGEROUS GOODS TO/FROM THE TERMINAL

The transfer of fuel and dangerous goods to the Terminal will be carried out through a suitable transfer system. The material will be transported and transferred using adequately designed and certified ships and tanks/containers for such service. The ship carrying and transferring such goods must have booms available in sufficient quantity to contain the area affected by potential fuel spills. Transfer operations of these substances must always be adequately monitored both by the Terminal control room and the supply ship.

ART. 26 WASTE MANAGEMENT (HAZARDOUS AND NON-HAZARDOUS)

All waste generated by the Facility must be managed in compliance with local and international environmental regulations, with particular attention to the safe disposal of hazardous materials. Such waste produced on the Terminal must be transferred ashore via a suitable authorized nautical means for waste transport, for subsequent delivery to appropriate waste reception facilities. Hazardous waste transfer operations must not be carried out in the presence of an LNG ship alongside the Terminal. All waste transferred to the nautical means and/or delivered to companies registered with the Environmental Managers' Register must be recorded, through the compilation of the registers required by the MARPOL Convention and/or Italian waste management and transport regulations. Waste reception receipts must be kept for the period prescribed by the aforementioned regulations. All necessary precautions must be taken to prevent accidental spillage of liquid and/or solid waste into the sea during transfer phases from the Terminal to the collecting unit.

ART. 27 RULES OF REFERENCE

For matters not covered by this regulation, reference is made to the Ministerial Decree of 2 August 2007 and, where applicable, to current port and maritime safety regulations.

Annex 1: Routeing Measures Other Than Traffic Separation Schemes

SN.1/Circ.257

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

ESTABLISHMENT OF AN AREA TO BE AVOIDED/MANDATORY NO ANCHORING AREA IN THE APPROACHES TO THE GULF OF VENICE

(Reference chart: Italy 924, 2005 edition.

Note: This chart is based on DATUM Rome 1940)

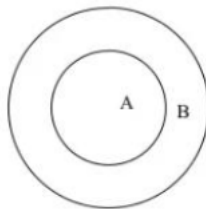
(Description of an Area to be Avoided and Mandatory No Anchoring Area

(The co-ordinates listed below are in WGS 84 Datum)

Area to be Avoided and Mandatory No Anchoring Area

The area within the circle of 1.5 nautical miles centred on the following geographical position:

(1) 45° 05'.30 N 012° 35'.10 E



Notes:

A = Safety zone within a circle of 2,000 metres radius from the centre of the terminal.

B = Area to be Avoided/Mandatory No Anchoring Area within a circle of 1.5 nautical miles radius from the centre of the terminal (overlapping the safety zone).

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Annex 2: Regulation for Pilotage

Ships with a gross tonnage (GT) exceeding 500 that must enter or exit the ATBA area must use the pilotage service. Each nautical vessel dedicated to the service at the Terminal must have the following characteristics:

- Length overall (L.O.A.) of not less than 12 meters and a width of 3 meters;
- Capacity to navigate at a speed of at least 18 knots;
- Equipped with VHF, Radar, echo sounder, GPS system, and electronic charting of the area;
- Registered in the RR.NN.MM. and GG;
- Certified for special pilotage service;
- Possessing the necessary certifications for coastal national navigation, or possibly limited, but in a way that does not preclude the activity at the Terminal.

When these vessels are temporarily unavailable, the Pilot can use other suitable vessels with prior authorization from the Harbour Master. The vessel must station at Porto Levante or Chioggia. During the execution of their service, the Pilot must adhere to the instructions of the Harbour Master. Ships directed to the Terminal must board the Pilot in the anchorage area known as "CST" or, with the consent of the Chioggia Harbour Master, at another point outside the ATBA area. The Pilot must remain on board the LNG carrier for the entire duration of the stay at the Terminal and must always be in contact with the ship's Master to handle any emergencies or worsening weather conditions that may necessitate the ship's unmooring. In the event of any incident during pilotage, the Pilot must immediately inform the Harbour Master. For ships other than LNG carriers, the procedures for carrying out the service will be established by the Harbour Master. In such cases, the Pilot must prepare a report containing elements to reconstruct the event and the meteorological data present in the area during the event. To provide the service, the Pilot must be registered as per Article 90 of the Navigation Code, with a personal identification card as per Article 128 of the Navigation Code Regulations.

Annex 3: Regulation for Mooring

Ships with a gross tonnage (GT) exceeding 500 that must moor at the Terminal must use a team of linehandlers whose suitability must be verified by the Harbour Master, meeting the safety conditions of this Annex. The mooring operation mainly consists of the set of activities necessary to secure the ship to the dock; it begins when the linehandlers start the operation and ends when the ship is safely moored according to the instructions of the ship's command. The unmooring operation consists of the set of activities necessary to release the ship from the moorings; it begins when the linehandlers start the operation and ends when the ship is completely disengaged. The team must be equipped with at least one motorboat with good stability, maneuverability, and suitable characteristics to operate under the expected operational conditions, authorized by the Harbour Master as per Article 3 of this Regulation. To this end:

The deck spaces must have dimensions that allow for safe service operations.

Nautical vessels dedicated to the Terminal's activity must be semi-displacing type and capable of navigating at a speed of at least 18 knots, equipped with VHF, Radar, echo sounder, GPS system, and electronic charting of the area.

The towing capacity of the boats must be sufficient to handle and maneuver mooring lines and lay them out for at least 100 meters.

The vessels must be registered in the RR.NN.MM. and GG. and possess certifications for coastal national navigation, possibly limited but not precluding the activity.

The boats must be manned by personnel with the necessary titles and qualifications, and any substitution must be authorized in advance by the Harbour Master.

When performing service at the Terminal, the linehandlers must wear the required personal protective equipment and the minimum safety equipment listed below:

- Safety and non-slip shoes;
- Flame-resistant long-sleeved clothing;
- Helmet;
- Goggles;
- Work gloves;
- Lifejacket;
- Portable explosion-proof VHF radio.

Annex 4: Regulation for Towing

All ships mooring and unmooring at the Terminal must be assisted by tugs approved by the Terminal, authorized by the Harbour Master, and meeting the safety conditions of this Annex. The number of tugs and bollard pull must be no less than specified in the Terminal regulations, as shown in the following table:

| Ship Type | Number and Minimum Pull of Tugs for Mooring Operation | Number and Minimum Pull of Tugs for Unmooring Operation |
|---------------|--|--|
| Gas Carriers | 4 x 65ton (average pull at the bitt between bow and stern) | 4 x 65ton (average pull at the bitt between bow and stern) |
| Other Vessels | To be determined by a specific technical commission A.M. | To be determined by a specific technical commission A.M. |

During the ship's stay at the mooring, all tugs must remain near the Terminal, ready to assist. At least two tugs must stay in the immediate vicinity of the ship and be available for unmooring assistance and/or fire support within 10 minutes. The other tugs must remain at a distance that allows for rapid availability. The temporary and exceptional departure of even one of these vessels must be duly authorized by the Chioggia Harbour Master, with the favorable opinion of the on-duty Pilot, the OIM, and the ship's Master. The tugs are for the exclusive use of the LNG carrier mooring operations at the Terminal and must remain near the Terminal during the entire unloading phase, performing surveillance activities. For ships other than LNG carriers, the procedures for carrying out the service will be established by the Harbour Master. The tugs will provide assistance in case of unscheduled departure of the LNG carrier and in case of fire. The tugs in waiting, with regular concession titles issued by the Northern Adriatic Sea Port System Authority, will station in the port of Chioggia, compatible with the

lifting schedules of the Mo.S.E. System. The company providing the towing service must make available a minimum of 4 tugs with the following minimum characteristics:

- Registration in EU maritime registry;
- Classification as ESCORT TUG – SALVAGE TUG – UNRESTRICTED NAVIGATION – FIRE FIGHTING SHIP 1 / WATER SPRAYING or equivalent;
- At least 2 engines receiving power from separate diesel engines;
- Ability to reverse thrust 180 degrees in less than 15 seconds;
- Pulling capacity equivalent to 65 tons, both as a tug and as a pusher;
- Firefighting capability equivalent to Fire Fighting 1;
- 360-degree visibility from the command bridge;
- VHF system, radar, marine GPS system, and electronic charts of the area.

All tugboats must be manned by personnel with the relevant certifications and qualifications and must be equipped with the required onboard equipment.