



Ministry of Infrastructure and Transport

RAVENNA HARBOUR MASTER'S OFFICE

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REGULATION OF THE RAVENNA LNG TERMINAL

APPROVED AND MADE ENFORCEABLE BY HARBOUR MASTER'S ORDINANCE

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TABLE OF CONTENTS

SECTION I - GENERAL PROVISIONS.....	4
ARTICLE 1 - DEFINITIONS.....	4
ARTICLE 2 - CHARACTERISTICS OF THE RAVENNA LNG TERMINAL.....	6
ARTICLE 3 - LOCATION OF THE SNAM MARINE TERMINAL AND DESCRIPTION OF THE FACILITY.....	6
ARTICLE 4 - REQUIREMENTS/CHARACTERISTICS OF VESSELS ADMITTED TO THE TERMINAL.....	7
ARTICLE 5 - AUTHORISED QUANTITY AND NUMBER OF PLANNED OPERATIONS.....	8
SECTION II - ADMINISTRATIVE FORMALITIES	8
ARTICLE 6 - BERTHING REQUEST ADVANCE NOTICE AND CONFIRMATION OF ARRIVAL.....	8
ARTICLE 7 - LIGHTENING AUTHORISATION AND RELATED PROCEDURE	10
ARTICLE 8 - PRECAUTIONS TO BE TAKEN PRIOR TO THE ENTRY OF THE FSRU AND THE LNGCS.....	11
ARTICLE 9 - ANCHORING AND WAITING IN THE ROADSTEAD.....	12
SECTION III - OPERATING LIMITS AND SAFETY CONDITIONS	13
ARTICLE 10 - SAFETY CONDITIONS FOR OPERATION.....	13
ARTICLE 11 - APPROACH MANOEUVRE, ENTRY INTO THE TERMINAL AND BERTHING THE LNGCS ALONGSIDE THE FSRU.....	14
ARTICLE 12 - LNGC AND FSRU DEPARTURE MANOEUVRE.....	16
ARTICLE 13 - RADIO COMMUNICATIONS.....	17
ARTICLE 14 - PROHIBITED WATERS.....	17
SECTION IV - TECHNICAL-NAUTICAL SERVICES	18
ARTICLE 15 - PILOTAGE SERVICE	18
ARTICLE 16 - TOWAGE SERVICE	20
ARTICLE 17 - MOORING SERVICE.....	22
SECTION V - SPECIFIC OPERATIONAL ASPECTS	24
ARTICLE 18 - PRECAUTIONS TO BE TAKEN WHILE FSRUS AND LNGCS ARE AT THE TERMINAL.....	24
ARTICLE 19 - SHIPS ALONGSIDE THE TERMINAL.....	25
ARTICLE 20 - LIGHTENING PROCEDURES	26
ARTICLE 21 - LNG LIGHTENING	27
ARTICLE 22 - SUSPENSION OF OPERATIONS FOR REASONS OF SAFETY.....	28
ARTICLE 23 - SUSPENSION OF OPERATIONS DUE TO AN EMERGENCY.....	29
ARTICLE 24 - DUTIES OF THE FSRU MANAGER, THE PFSO AND SECURITY PERSONNEL.....	30
SECTION VI - COMPLEMENTARY ACTIVITIES	30
ARTICLE 25 – LOADING/UNLOADING OF MATERIALS	30
ARTICLE 26 - BUNKERING PROCEDURES	31
ARTICLE 27 - PROCEDURES FOR THE SUPPLY OF DRINKING WATER	31
ARTICLE 28 - WORK ON BOARD THE FSRU AND LNGC.....	31
ARTICLE 29 - ENVIRONMENTAL CHECKS/MONITORING AND OTHER ACTIVITIES AT SEA.....	33
ARTICLE 30 - WASTE, BILGE, SLUDGE AND SEWAGE DISPOSAL.....	33
SECTION VII - SAFETY OF NAVIGATION	35
ARTICLE 31 - SAFETY CERTIFICATION.....	35
ARTICLE 32 - FIRE AND POLLUTION PREVENTION SERVICE.....	35
ARTICLE 33 – SAFETY EQUIPMENT	36
SECTION VIII - MANNING	36
ARTICLE 34 - MANNING OF THE FSRU	36



SECTION IX - DRILLS	37
ARTICLE 35 – EMERGENCY DRILLS	37
ARTICLE 36 - EMERGENCY SHUT-DOWN (ESD) SYSTEM TEST	38
SECTION X - SECURITY.....	39
ARTICLE 37 - APPLICABLE REGULATIONS.....	39
ARTICLE 38 - VISITS ON BOARD THE FSRU	39
SECTION XI - FINAL PROVISIONS	40
ARTICLE 39 - FINAL PROVISIONS.....	40
SECTION XII - TRANSITIONAL PROVISIONS.....	40
ARTICLE 40 - COMMISSIONING ACTIVITIES - ENTRY INTO OPERATION	40
ARTICLE 41 - BREAKWATER CONSTRUCTION ACTIVITIES	41



SECTION I - GENERAL PROVISIONS

Article 1 - Definitions

Ministry:	Ministry of Infrastructure and Transport.
Maritime Authority:	Ravenna Harbour Master's Office.
FSRU:	<i>Floating Storage and Regasification Unit.</i>
LNGC:	<i>Liquid Natural Gas Carrier</i> - any LNG carrier delivering/receiving liquefied natural gas to/from the FSRU.
Terminal Operator/Concessionaire:	SNAM FSRU Italia S.r.l., in its capacity as holder of the maritime state-owned property concession for a fixed structure and surrounding water surface and terminal operator pursuant to Italian Law 84/94, as amended.
Shipping Agent:	A person who works within a shipping agency and is responsible for shipping activities, such as assisting the Ship's Master in dealing with local authorities or third parties, in accordance with the provisions and obligations set out in Italian Law No. 135/1977.
IGC Code:	International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, in its up-to-date and applicable version.
FSRU Marine Terminal:	formerly known as "Petra" offshore facility, with associated structural modifications and additions required for mooring and the transfer of natural gas from the FSRU;
Ravenna LNG Terminal:	The port facility formerly known as "Petra", located approximately 4.5 nautical miles south-east of the entrance to the port of Ravenna, comprising the area of water under concession to SNAM FSRU ITALIA S.r.l. and the FSRU (hereinafter also referred to as the "Terminal");
LNG:	Natural gas converted to a liquid state.



FSRU Manager:	The person responsible for the management of the FSRU. This person will be the Master of the regasification unit or an officer delegated by him. The priority of this position is to maintain constant contact with the Ravenna LNG Terminal Manager, the Master of the LNGC, the Maritime Authority and the technical and nautical services, in particular with regard to marine weather conditions and forecasts, as well as loading and discharging activities.
LNGC Manager:	The person responsible for the management of the LNGC. This person will be the Ship's Master or an officer delegated by the Ship's Master.
Terminal Manager:	The person appointed by the Ravenna LNG Terminal concessionaire who is responsible for assisting and coordinating the loading and discharging of LNG to/from the LNG carrier to/from the FSRU and the discharging of natural gas into the FSRU's Marine Terminal pipeline connected to the shore. This position may be covered by the FSRU Manager, if deemed appropriate by the concessionaire/terminal operator.
BOG (<i>Boil-off gas</i>):	The gas produced by the evaporation of LNG as a result of the heat transferred from outside the tank to the product stored inside.
ESD:	<i>Emergency shut-down</i> - Stopping operations in an emergency.
ERS:	<i>Emergency release system</i> .
Marine weather forecast:	A report of marine weather conditions forecast for a given time frame.
Marine weather conditions:	Contingent marine weather conditions.
PMIS system:	<i>Port Management Information System</i> - An information system used by the Harbour Masters' Corps for the telematic exchange of information between shipowners, shipping agents, ship's masters, the Customs Agency and the Maritime Authority.
MBL :	<i>Minimum breaking load</i> - This indicates the minimum load or force that must be reached before the hook or cable is in danger of breaking or undergoing a change that will cause the device to come loose.



Manifold:	Pipeline used for loading and discharging.
PFSO:	<i>Port Facility Security Officer</i> - Duly trained and qualified officer responsible for the development, implementation, review and monitoring of the application of the Facility Security Plan in accordance with the ISPS Code and Regulation (EC) 725/2004.
DPFSO:	<i>Deputy Port Facility Security Officer</i> - Duly trained and qualified Deputy PFSO.

Article 2 - Characteristics of the Ravenna LNG Terminal

As part of the initiatives for the implementation of new regasification capacities, regulated by Article 5 of Italian Decree-Law No. 50 of 17/05/2022 and aimed at diversifying gas supply sources for the purposes of national energy security, the company SNAM FSRU ITALIA S.r.l. will moor a vessel that will operate as an FSRU (*Floating Storage and Regasification Unit*) off the coast of the "Punta Marina" area in the municipality of Ravenna.

The project was launched following the Authorisation issued by Italian Decree No. 3 of 07/11/2022, then amended by Italian Decree No. 1 of 06/02/2024, of the Extraordinary Government Commissioner for the Regasifier.

The unit is equipped with cargo tanks with a maximum nominal capacity of 171,000 m³ of liquefied natural gas (LNG). This gas will be regasified and transported by pipeline to a connection point to be fed into the National Gas Pipeline Network (maximum regasification capacity 880,000 Sm³/h - estimated annual flow 5 billion Sm³).

The facility consists of a regasification vessel (a FSRU named "BW SINGAPORE" - IMO No. 9684495 - GRT: 106,793 tonnes - Length overall: 293 metres - Breadth: 44 metres) equipped with 4 "membrane" tanks moored at the FSRU Marine Terminal. The connection pipeline to the shore consists of an approximately 8.5 km long sealine.

The lightening operations from the LNGCs to the FSRU and vice versa are carried out by *ship-to-ship* operations with a maximum of 6 (six) hose connections (including LNG transfer and vapour return).

Article 3 - Location of the SNAM Marine Terminal and description of the facility

1. The FSRU will be moored at the SNAM (formerly "Petra") Marine Terminal, approximately 4 nautical miles south-east of the breakwaters in the port of Ravenna, at a position with geographical coordinates (WGS 84) **Lat: 44° 27.865' N - Long: 012° 23.865' E.**



2. The FSRU will be connected, via the FSRU Marine Terminal, to an approximately 8.5 km long sealine, which crosses the coastline by means of an approximately 1,300 m long subterranean construction (coastal microtunnel) up to the area formerly known as "Sarom" in the "Punta Marina" area of the Municipality of Ravenna. From here, after heading north along a section of Lungomare Cristoforo Colombo and crossing the pine forest with another microtunnel, the pipeline reaches the PDE filtering, regulation and fiscal metering system, also located at "Punta Marina", from which a new pipeline originates and reaches the Ravenna Node plant (north-east of the city), where the natural gas is fed into the National Gas Pipeline Network.
3. The FSRU shall be moored to the FSRU Marine Terminal on the starboard side by means of 8 (eight) mooring posts with the bow pointing north (011°). The above 8 mooring posts shall be equipped with suitable electrically and/or manually operated double and triple slip hooks.
4. The regasification module is located in the bow section of the FSRU. The connection between the gas supply line of the FSRU and the Terminal, and therefore the transfer pipeline, is made by means of 2 (two) discharge hoses located on the platform on the starboard side of the vessel.
5. The Terminal, the equipment/procedures present and used and the cargo transfer systems shall comply with all relevant technical standards.

Article 4 - Requirements/characteristics of vessels admitted to the Terminal

1. Vessels permitted to load and discharge at the terminal must have a maximum capacity of up to approximately **181,000 m³** and be compatible with the terminal from both an operational safety and structural point of view.
2. Partial lightening operations must also be carried out with vessels compatible with the Terminal, both for the mooring system and for the connection of the manifolds.
3. The maximum size limits for vessels allowed to moor at the terminal are:
 - Length overall (LOA): **300 metres (three hundred)**
 - Breadth: **50 metres (fifty)**
 - Draught: **13.00 metres (thirteen)**
4. LNGCs bound for the Terminal must meet the requirements and be in possession of the documents and certificates required by the regulations in force and, in particular, by the Italian Ministerial Decree of 2 August 2007 entitled "*Provisional rules for the maritime transport in bulk of dangerous goods in gaseous state, rules for lightening and administrative procedures for the issue of authorisation to embark and disembark such goods*".



5. All LNGCs arriving at the Terminal must be equipped with the *Emergency Shut-down* (ESD) system and a ship-to-FSRU connection compatible with the FSRU itself.

Article 5 - Authorised quantity and number of planned operations

The maximum authorised regasification capacity is 5 billion Sm³ per year; the planned number of LNG carrier berths is 73 per year for LNG carriers with characteristics not exceeding those provided for in Article 4 above.

SECTION II - ADMINISTRATIVE FORMALITIES

Article 6 - Berthing request Advance notice and confirmation of arrival

1. Any movement of vessels bound for the Ravenna LNG Terminal is subject to prior authorisation by the Maritime Authority.
2. The shipping agency of the LNGC, for the purposes of point 3 below, shall give prior notice of at least three days before the expected arrival to the Boatswains' Office of the Technical Section of the Ravenna Harbour Master's Office by e-mail/certified e-mail (nostromi.cpravenna@mit.gov.it - dm.ravenna@pec.mit.gov.it) and to the North Central Adriatic Sea Port System Authority (port.ravenna@legalmail.it); as proof of receipt, the Boatswains' Office of the Harbour Master's Office shall include the arrival notice in the daily arrival/ berthing / sailing program, which is distributed daily to local operators. In any case, all the procedures and deadlines set out in Order No. 197/2024 of 11/12/2024 as amended, which regulates the PMIS system in relation to "pre-notice" and the arrival of vessels, must be complied with;
3. The shipping agency of the LNGC bound for the Ravenna LNG Terminal shall, during working hours and through the PMIS system, submit a special "berthing request" for the said terminal.
4. The shipping agency of the LNGC shall provide the Ship's Master of the LNGC with adequate prior information on the provisions of this Regulation and all other locally applicable provisions and orders which are relevant to the activities requested; to this end, a declaration by the Ship's Master of the LNGC (see Annex 1) shall be attached to the request and shall certify:



- that it has been adequately and previously informed of the provisions of this Regulation;
- that the vessel has the required technical and dimensional characteristics for berthing at the Terminal;
- that the Ship's Master of the LNGC and the FSRU Manager have agreed on the cargo transfer procedures and associated safety procedures prior to the commencement of unloading;
- that the necessary safety equipment/procedures required by current international and national regulations and applicable guidelines is present and in good working order.

5. The berthing request shall also be accompanied by the following documents:

a) a declaration (see Annex 2) by the FSRU Manager stating:

- that the LNGC is technically compatible with the Terminal;
- that the Terminal is ready to receive the vessel, stating the estimated date and time at which the approach/berthing alongside is requested;
- that all safety equipment/procedures required by current international, EU and national regulations and applicable guidelines is present and in full working order;
- that the capacity of the FSRU storage facilities intended to receive the LNG from the LNGC is sufficient to receive, during the unloading process, the amount of product transported by the LNG carrier itself and destined for the FSRU;
- that the marine weather conditions and forecasts, as confirmed by weather reports, are favourable for the entire estimated duration of the LNGC operations and berthing, taking into account the operational limits referred to in Article 10 below; weather reports will be continuously monitored and updated;
- that, prior to the commencement of commercial lightening activities, the methods of cargo transfer between vessels will be agreed upon in accordance with the international regulations in force and the criteria set out in Italian Decree of 2 August 2007.

b) the *fire plan*, *safety plan*, and the LNGC's gas hazardous area plans or, alternatively, similar documentation from which the aforementioned areas can be identified (only on first arrival or if the LNGC has undergone modifications such as to alter the above plans); this documentation must also be submitted in colour on paper as soon as possible; information on the type of machinery spaces in the LNGC with reference to the forecasts referred to in



Rule 16 of the IGC Code (only on first arrival or if the LNGC has undergone modifications such as to alter the above plans).

- c) A declaration by the Master of the LNGC to the Terminal certifying that, from the POB (Pilot On Board) position referred to in Article 15.3 below, the propulsion and power generation on the LNG carrier will be in *gas mode* (using the *BOG* system) both during the approach phase and during the berthing and unloading phases; if, for reasons related to the safety of navigation and manoeuvring and the operation of the LNGC itself, the Ship's Master deems it necessary to proceed with the approach in a different manner, he shall indicate this in the declaration referred to in point 4 above, and shall in any case ensure the changeover to *BOG* mode as soon as the manoeuvre is completed or, in any case, as soon as safe conditions exist.
6. On receipt of the documents referred to in points 4 and 5 above, the Boatswains' Office/Technical Section of the Ravenna Harbour Master's Office, after verifying their completeness and validity, will approve them and carry out the subsequent operations within the PMIS system. Once the mooring is completed, the notice of arrival must also be sent in accordance with Article 179 of the Italian Shipping Code, using the methods and procedures set out in the current PMIS Order (see point 2 above);
7. Regardless of whether the berthing request is approved or not, the entry of the LNGC for operations at the Terminal shall only be allowed in compliance with the provisions of Section III below.
8. At the time of the first berthing request, the Ship's Master of the FSRU, through the Maritime Agency or the Shipowner, shall submit the documents referred to in para. 6, letter b) above to the Ravenna Harbour Master's Office.
9. The LNGC is also obliged, in view of the interface with the relevant port facility (Ravenna LNG Terminal), to provide in a timely manner the *Ship Pre-Arrival Security Information* required by international regulations (ISPS Code) and Regulation (EC) No. 725/2004.

Article 7 - Lightening authorisation and related procedure

1. Lightening operations must be authorised in advance by the Ravenna Harbour Master's Office through the PMIS system, attaching the specific format (see Annex 3), duly signed by the Ship's Master. Lightening authorisation must be requested in accordance with the

procedures and deadlines set out in Article 12 of the Italian Decree of 2 August 2007, both for the ship intending to lighten and for the ship to which the LNG is to be transferred.

2. Shipping agencies shall submit both applications (for the LNGC and the FSRU) at least 48 hours prior to the operation through the PMIS portal and in accordance with the procedures set out in point 1 above. In the event that the shipping agencies of the LNGC and the FSRU are different, the agency of the LNGC shall give appropriate and timely notice to the agency of the FSRU to ensure appropriate coordination in the preparation and submission of paperwork under their respective responsibilities.
3. Once the Maritime Authority has verified the validity of the paperwork submitted, it will issue the requested lightening authorisations through the PMIS system.

Article 8 - Precautions to be taken prior to the entry of the FSRU and the LNGCs

1. In order to ensure the safety of operations, the FSRU and the LNGCs, in addition to complying with all the safety requirements laid down in the current IGC Code and Italian Decree of 1 August 2007, must also ensure the required inerting conditions in the ship's tanks associated with the cargo containment system, as provided for in para. 9.2.1 of the aforementioned Code and Article 22(1)(f) of the aforementioned Decree.
2. In this respect, before authorising the LNGC to berth at the Ravenna LNG Terminal, the Ship's Master of the LNGC shall certify (by means of documents to be sent through the Shipping Agent to the Ravenna Harbour Master's Office) and in accordance with the procedures referred to in Article 6(2) above, that the oxygen level in the ship's tanks and interbarrier spaces has been checked in order to verify that the oxygen level is maintained below 5% v/v with positive inert gas pressure. To this end, all the provisions of section 9 of the IGC Code shall be fully complied with, in particular the warning devices and monitoring obligations set out in section 9.5 of the aforementioned International Code.
3. The LNGC and the FSRU shall – without prejudice to the application of all the monitoring obligations provided for by the IGC Code in force and by the mandatory national regulations applicable to the sector, and without prejudice to the full application of Article 11 of the SOLAS Convention in force – fully and continuously comply with the monitoring obligations of the values referred to in point 2 above, in accordance with the provisions of sections 9 and 13 of the IGC Code, without prejudice to the full and continuous functionality of the alarm/threshold equipment provided for that purpose. In the event of failure or partial failure of even just one of the monitoring systems, the Maritime Authority, the Flag State of the vessel concerned and the relevant Recognised Body shall be notified immediately for assessment.



Article 9 - Anchoring and waiting in the roadstead

In the event that the LNGC or FSRU requires an anchorage and stationing point, either due to the pending availability of the Terminal or due to adverse marine weather conditions, it shall be located within the LTA anchorage area, as provided for and established by Order No. 32/2022, as amended (Article 2(3)(G)(i)), without prejudice to compliance with the current traffic separation scheme, if applicable, depending on the route to be followed.

Authorisation to anchor in the above area shall be granted by the Maritime Authority following a request via the PMIS subsystem (see Article 6 above).



SECTION III - OPERATING LIMITS AND SAFETY CONDITIONS

Article 10 - Safety Conditions for Operation

1. The Terminal must be equipped with meteorological equipment suitable for the sea area in which operations are carried out and certified in accordance with applicable regulations. In particular, the equipment shall ensure the monitoring of the parameters specified in Report No. 2023DP0605A-H2 approved by the *Registro Italiano Navale* (with particular reference to the parameters relating to wind speed and direction and maximum and significant wave height).
2. Meteorological monitoring and measurements must be carried out 24 hours a day, 7 days a week, and the data from the stations must be made continuously available to the Ship's Master of the FSRU and the FSRU Manager, as well as to the company in charge of the weather forecasting service. To this end, the concessionaire must consult the short- and medium-term reports as often as necessary, in accordance with the document referred to in point 1 above.
3. The following table summarises the operational limits for the stationing/operation of the FSRU and the LNGCs:

Activity	Parameter ⁽¹⁾	N	NE	E ⁽⁷⁾	SE	S	SW	W ⁽⁷⁾	NW
Limits for the FSRU⁽⁸⁾⁽⁹⁾									
Limits for regasification operations with FSRU moored at the Platform ⁽²⁾	H _s (m)	2	2	1.5 ⁽⁵⁾	2	2	2	1.5 ⁽⁵⁾	2
Limits for FSRU unmooring operations ⁽²⁾⁽³⁾	H _s (m)	2	2	1.5	2	2	2	1.5 ⁽⁵⁾	2
Limits for FSRU reconnection operations ⁽⁴⁾	H _s (m)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Limits for the LNGC⁽⁶⁾⁽⁸⁾⁽⁹⁾									
LNGC mooring limit ⁽⁴⁾	H _s (m)	1.5	1.5	1	1.5	1.5	1.5	1 ⁽⁵⁾	1.5
LNGC unmooring limit ⁽³⁾	H _s (m)	1.5	1.5	1	1.5	1.5	1.5	1 ⁽⁵⁾	1.5
⁽¹⁾ H_s values refer to the sea state at the Terminal. ⁽²⁾ It should be noted that the operational limit of 2 metres of significant wave height, except from the east and west quadrants, relates to the safe use of tugs to carry out FSRU unmooring operations and therefore applies to both regasification and unmooring operations. ⁽³⁾ Increasing trend. ⁽⁴⁾ Decreasing trend. ⁽⁵⁾ Maximum wind speed 25 kn. ⁽⁶⁾ Operational limits for LNGC mooring and unmooring are subject to the operational limits of the FSRU. ⁽⁷⁾ East is defined as 60° to 120° inclusive and West is defined as 240° to 300° inclusive. ⁽⁸⁾ Wind limit (hourly average). ⁽⁹⁾ Maximum wind speed 35 kn.									



4. In the event of bad weather accompanied by lightning, LNG transfer operations shall always be suspended.
5. In the event of particularly significant and/or unforeseen weather/sea conditions, the tugs on 24-hour duty shall, at the request of the Ship's Master of the FSRU or the Ship's Master of the LNGC (via the pilot on board), take immediate action to assist the FSRU and the LNGC. In any case, if tensions on the hooks exceed 50% of the MBL (*minimum breaking load*) of the cable itself, for a pair of mooring lines, with winds from the 1st and 2nd quadrants, the said tugs may take action to assist the mooring system, as requested by the Ship's Master of the FSRU in conjunction with the Pilot on duty. In the case of winds from the 3rd and 4th quadrants, the Ship's Master and the Pilot on duty will assess the possible assistance of the tugs on watch on the basis of the weather reports and the prevailing conditions.
6. In any event, this is without prejudice to any further discretionary assessment by the Maritime Authority in relation to particular circumstances or emergencies. In particular, and without prejudice to what has been established above as the operational limits of the FSRU and the LNGC, it is understood that in the event of "exceptionally bad weather conditions", as provided for in Article 18 of Italian Legislative Decree No. 196/2005, and as further specified in Decree No. 03.01/112230 of 19/12/2006 of the General Command of the Harbour Masters' Corps, the Maritime Authority shall have the right to adopt, at its sole discretion, additional and immediate safety measures.

Article 11 - Approach manoeuvre, entry into the Terminal and berthing the LNGCs alongside the FSRU

1. In order to approach the Ravenna LNG Terminal, LNGCs must first be authorised to berth by the Ravenna Harbour Master's Office in accordance with the Berthing Regulations in force.
2. Without prejudice to the forecast referred to in Article 10 above, the entry manoeuvre may only be carried out during daytime hours (from sunrise to sunset), provided that the planning of the entry manoeuvre shall ensure that it falls within the above-mentioned daytime hours at least from the *rendez-vous* point referred to in Article 16(6) below to the final berthing at the Terminal. The departure manoeuvre can be carried out both during the day and at night.
3. As far as visibility is concerned, and only in the context of the entry manoeuvres, it is the duty of the Ship's Master and the Pilot on duty (also with the assistance of the personnel on duty on the harbour tugs in charge of the manoeuvre and in the area of operation) to assess whether there is sufficient visibility throughout the entire manoeuvre, with particular reference to the stretch of water between the *rendez-vous* point with the tugs (see Article 16(6)) and



the Ravenna LNG Terminal. Any negative assessment will be immediately communicated to the Operations Room of the Ravenna Harbour Master's Office.

4. The entry manoeuvre is considered to have commenced when the pilots board the LNGC and ends when the LNGC has berthed alongside the FSRU with the mooring lines properly secured in accordance with the agreed mooring plan. The Ship's Master shall contact the pilots' station at least 4 (four) hours prior to the scheduled start of the manoeuvre to agree on the actual boarding time of the pilot. Once this time has been established, the Ship's Master shall make a similar call to the tugs and mooring service.
5. From the POB referred to in Article 15(3) below and throughout the approach and stationing phases, propulsion and power generation on the LNG carrier shall take place in *gas mode* (using the BOG system). If, for reasons related to the safety of navigation and manoeuvring and the operation of the LNGC itself, the Ship's Master deems it necessary to proceed with the approach in a different manner, he shall give notice of this (see Article 6(5)(c) above) and shall in any case ensure the changeover to BOG mode as soon as the manoeuvre is completed or, in any case, as soon as safe conditions exist.
6. The Ship's Masters of the LNGCs shall inform the Pilot and the Ship's Master of the FSRU, before the start of the approach manoeuvre to the Terminal, of any possible defect, failure, limitation or deficiency of the vessel itself that could affect the smooth execution of the manoeuvres. In this case, the FSRU Manager shall inform the Ravenna Harbour Master's Office of the acceptance or non-acceptance of the vessel by means of the communication referred to in Article 5(a) above.
7. The LNGCs and the FSRU itself (in case of mooring/unmooring) shall respect the dedicated TSS lanes as shown in the attached figure (see Annex 4, including the coordinates of the buoys/beacons indicating the lanes and the turning basin).
8. From the moment the tow ropes are passed to the vessel (both LNGCs and FSRU) at the coordinates indicated in Article 16(6) below, the speed of approach to the Terminal by the LNGCs and FSRU and all other authorised vessels shall not exceed 6 (six) knots, shall be agreed in advance with the tug personnel, and shall in any case be such as to minimise the risk of collision and to ensure the maximum safety of the manoeuvring and mooring operations.
9. The LNGCs admitted to the Terminal shall be berthed alongside the FSRU, equipped with fenders and mooring equipment according to the report "*Side-by-side Mooring Analysis*" approved by the *Registro Italiano Navale* on 23/09/2024 (No. STRT/0000058395), with their starboard side. To this end, it is the responsibility of the above-mentioned Ship's Masters to



agree on the mooring plan in advance, providing the Pilot Corps and the local mooring service "Gruppo Ormeggiatori" with the appropriate information in advance.

10. All manoeuvres for LNG carriers approaching, mooring *ship-to-ship* and leaving the FSRU shall be carried out by and under the responsibility of the Ship's Masters of the two vessels and in accordance with the methods agreed between them and the specific plans available and approved on board in accordance with the international regulations in force. Each of these Ship's Masters shall also designate, for his own vessel, a mooring manager to whom the mooring service at the Terminal shall refer.
11. At the end of the manoeuvre and for the duration of the stationing, the LNGC shall keep at least 2 tow ropes (stern and bow) ready for possible emergency manoeuvres.
12. In the event of unforeseen circumstances which may jeopardise the outcome of the manoeuvre, or if radio contact is lost, during the approach or the alongside berthing phase, the manoeuvres shall be suspended and may only be resumed, within the time periods allowed for the manoeuvres, when normal conditions have been restored.
13. The Pilot present on board the LNG carrier and the other technical-nautical services personnel shall immediately report the situation to the Operations Room of the Ravenna Harbour Master's Office. Furthermore, any situation that could endanger the safety of the FSRU or the LNGC, that could compromise the safety of navigation or that could potentially cause pollution or a spillage of pollutants must be immediately reported to the Operations Room of the Ravenna Harbour Master's Office, in accordance with Article 17 of Italian Legislative Decree 196 of 19/08/2005.

Article 12 - LNGC and FSRU departure manoeuvre

1. The departure manoeuvre from the terminal is considered to have commenced when the LNGC is separated from the FSRU or when the FSRU is separated from the Terminal, which must be done with the pilot already on board and the tugs engaged, and ends when the vessel enters the Traffic Separation Scheme (TSS). The Ship's Master shall contact the pilot station at least 4 (four) hours prior to the start of the manoeuvre to agree on the actual time of commencement of the preparatory activities for the unmooring. Once this time has been established, the Ship's Master shall make a similar call to the tugs and mooring service.
2. The Ship's Masters of the LNGCs shall inform the Pilot on duty and the Ship's Master of the FSRU, before the start of the approach manoeuvre to the Terminal, of any possible defect, failure, limitation or deficiency of the vessel itself that could affect the smooth execution of the manoeuvres.



Article 13 - Radio communications

1. Radio communications relating to the approach, alongside berthing, mooring/unmooring and separation manoeuvres of the LNGC and the FSRU to/from the terminal, as well as communications between vessels involved in or destined for regasifier operations, shall take place on VHF marine channel 12. Should the use of this channel prove to be problematic, the pilots on duty shall identify an alternative channel and immediately inform all parties concerned and the Operations Room of the Ravenna Harbour Master's Office.
2. Communication with shore stations or other vessels in transit shall be on VHF marine channel 16 for the call and on another working channel, to be agreed at the time, for further communication.
3. In any case, the FSRU, the LNGC and the vessels involved in or destined for the regasifier operations shall continuously monitor the radio communications on VHF marine channels 16 and 12.

Article 14 - Prohibited waters

1. The stretch of water having its centre at the geographical coordinates (WGS 84) **Lat: 44° 27.865' N - Long: 012° 23.865' E and a radius of 500 metres** (see figure in Annex 5) is prohibited for any activity other than mooring and unmooring of the FSRU and LNGC, unless otherwise authorised by the Maritime Authority.
2. The stretch of water (see Annex 6) in which the mooring buoys for the tugs used to assist and manoeuvre the FSRU and LNGCs are installed and which is bounded by the following geographical coordinates (WGS 84):
 - A.** Lat: 44°27.7932' N - Long: 012°22.9368' E
 - B.** Lat: 44°27.8045' N – Long: 012°23.4341' E
 - C.** Lat: 44°27.7155' N - Long: 012°23.4380' E
 - D.** Lat: 44°27.7042' N - Long: 012°22.9408' Eis forbidden to navigation and to the stationing of vessels other than those authorised, as well as to the carrying out of any activity related to the public use of the sea.
3. The stretch of water reserved for the FSRU and LNGC manoeuvring and turning (see Annex 4) which is bounded by the following geographical coordinates (WGS 84):
 - Lat: 44°27.292' N – Long: 012°23.428' E (yellow beacon n° "I")
 - Lat: 44°28.293' N – Long: 012°23.156' E (yellow beacon n° "II")
 - Lat: 44°28.451' N – Long: 012°23.613' E (yellow beacon n° "III")
 - Lat: 44°28.177' N – Long: 012°23.962' E (red beacon n° "V")



- Lat: 44°27'44." N – Long: 012°23'51.66" E (berthing post no. 10 – south-east of platform)
is prohibited for navigation and anchoring of any maritime unit other than those authorized, as well as for the execution of any activity related to the public uses of the sea.
- 4. The prohibitions and restrictions referred to in the previous points do not apply to the vessels of the Coast Guard, the police and law enforcement agencies, the Security Services, the Technical-Nautical Services and the services under concession (bunker, solid and liquid waste collection, transport of goods and passengers) when they are used in the performance of their activities.
- 5. The prohibitions referred to in point 1 above do not directly apply to vessels used in various capacities in activities related to the commissioning of the terminal and to vessels used by the local Port System Authority for the construction of the *breakwater* referred to in the Authorisation in force. The provisions of Section XII "Transitional Provisions" below will apply to the above-mentioned vessels.
- 6. Access to the area referred to in point 1 above may be authorised by the Ravenna Harbour Master's Office on a case-by-case basis, on the basis of a reasoned request to be sent at least 48 hours in advance (by certified e-mail to dm.ravenna@pec.mit.gov.it) and accompanied by the authorisation of the Terminal Concessionaire.
- 7. In the case of companies contracted by the concessionaire or in the case of other port services which hold other concessions for specific services not provided for in point 3 above, authorisation to enter the prohibited area may be granted for the duration indicated by the latter, subject to the completion of the procedure referred to in point 5 above.

SECTION IV - TECHNICAL-NAUTICAL SERVICES

Article 15 - Pilotage service

1. Without prejudice to the fact that all vessels to/from the Terminal are subject to mandatory pilotage in accordance with the provisions of the Decree of the Italian Ministry of Infrastructure and Transport dated 02/09/1996, the entry manoeuvres of the FSRU, as well as of the LNGCs with an LOA greater than 150 (one hundred and fifty) metres, to/from the FSRU Terminal will be carried out by 2 (two) pilots of the Local Pilot Corps.
2. The number of pilots to be used, together with the circumstances in which they may remain on board the FSRU or LNGC, are described in more detail in Annex 7 to this Regulation.
3. The POB (pilot on board) point for both the FSRU and the LNGCs in the event of an approach manoeuvre to the Terminal is located at **Latitude: 44°28.200' N - Longitude: 012°32.600' E**

(WGS 84 datum). The P.OFF (pilot off) point after the unmooring operations will be at the coordinates **Latitude: 44°28.000' N - Longitude: 012°25.300' E** (WGS 84 datum).

4. On arrival on board the LNG carrier, the pilot(s) on duty, who have been contacted in the manner specified in points 11.2 and 12.1 above, shall:
 - check with the Ship's Master, in relation to the data provided by the Terminal, the current weather forecasts (weather forecasts must be provided promptly by the Terminal and must come from a qualified operator, failing which the Meteomar report will be used) and the weather conditions in the Terminal area;
 - verify that the manoeuvre can be usefully initiated within the limits set out in points 11.2, 11.3 and 12.1 above and obtain the vessel's technical-nautical data;
 - agree with the Ship's Master on the working language, the speed of approach to the FSRU, the procedures and methods for the passage of the tow ropes and the manner in which the manoeuvre will be conducted. For safety reasons and with the agreement of the Ship's Master, he/they may communicate with the tug service and the mooring service also in Italian and report back to the Ship's Master in the agreed working language;
 - ensure the presence of mooring personnel both forward and aft;
 - check that the radio equipment is working properly;
 - ensure the presence in the area of the tugs to be used, without which the manoeuvre cannot begin;
 - contact the tugs mentioned above, informing them of how the manoeuvre is to be carried out and when the tow ropes are to be passed, as well as any information relating to the operations to be carried out;
 - contact the mooring service personnel present at the Terminal to inform them of the timing and procedures for passing the mooring lines as defined in the mooring plan agreed between the FSRU and the LNGC in accordance with the provisions of Article 11(9) above;
 - report to the Operations Room of the Ravenna Harbour Master's Office any particular or abnormal situation encountered on the vessel, as well as any limitations or deficiencies of the vessel itself that could affect the smooth execution of the manoeuvre. In this case, the approach manoeuvre cannot be started/continued and can only be resumed after authorisation from the Ravenna Harbour Master's Office.



5. The pilot informs the Operations Room of the Ravenna Harbour Master's Office on VHF marine channel 16/12 of the time of boarding and disembarking from the LNGC or FSRU.
6. The service pilot on board FSRUs and LNGCs shall be equipped with portable explosion-proof (ATEX) VHF radio equipment, appropriate clothing and the necessary PPE appropriate to the operations to be carried out and the type of vessel.
7. The pilot boat to be used for the service shall be equipped with suitable flame arresters at the exhaust outlets on board, or with solutions ensuring a similar result.
8. Throughout the LNGC's stay at the Terminal, it is the responsibility of the FSRU Manager and the Master of the LNGC to be in constant contact with the Pilot on board the LNGC (or alternatively with the local Pilot Station) in order to be able to deal, also in advance, with any emergency situations or deteriorating marine weather conditions that may require unmooring the LNG carrier or the FSRU.
9. The rates to be applied are those set out in the current decree issued by the Ravenna Harbour Master's Office.

Article 16 - Towage service

1. Without prejudice to any further provisions issued by the Maritime Authority to deal with any type of emergency, with regard to the maximum number and type of tugs to be used to carry out the arrival and departure manoeuvres of FSRUs, LNGCs and other types of vessels in the Terminal area, reference is made to the provisions contained in the Authorisation issued by Decree No. 3 of 7/11/2022, as amended.
2. The tugs used to carry out the FSRU and LNGC entry and departure manoeuvres must be at least of the Azimuth type, with a minimum classification of "Fire Fighting 1" and with pull and thrust characteristics equal to or greater than 80 tonnes of bollard pull.
3. Without prejudice to the provisions of point 4 below, during the entire time that the FSRU is at the Terminal, the presence and operational readiness of 4 (four) tugs covered by the current port concession for the service, duly manned and equipped, must be guaranteed 24 hours a day, 7 days a week, always ready to move in the event of a specific request from the Ship's Master and/or the Maritime Authority, and they can moor at the buoys specially installed by the terminal operator (see Annex 6).



4. In the event of breakdown, even temporary, or other special technical requirements of one of the four tugs provided for the regasifier service, the Maritime Authority must be informed immediately and the replacement by another tug under concession with a minimum power of 70 tonnes of bollard pull must be guaranteed (without prejudice to the urgent need to put the tug to be replaced back into service as soon as possible);
5. For re-supply operations (bunker, water, etc.), the assisting tugs may leave the area of operation, on a rotational basis for each tug and only with the authorisation of the Ravenna Harbour Master's Office. For this purpose, with the understanding that it is necessary to obtain a specific statement from the FSRU Manager regarding the continuation of the marine weather conditions in compliance with the limits set forth in Article 10 above, the tug concerned may only be authorised when there are no lightening operations at the terminal, must remain on standby at all times, and may only leave during daytime hours for the time strictly necessary for the required operations and in any case for no more than 8 (eight) hours.
6. The passing of the tow ropes to the FSRU or LNGC shall take place as agreed between the Ship's Master and the Pilot on duty, after prior coordination by radio with the crews of the tugs, and in any case before cutting across the current TSS (see Annex 4), with a *rendez-vous* at a position with the geographical coordinates **Lat: 44°29.400' N – Long: 012°27.900' E** (WGS 84 datum).
7. The Masters of the tugs shall follow the instructions of the Pilot on duty, agreed in advance with the Ship's Master. They shall repeat the orders received from the Pilot and report on their execution. They shall also inform the Pilots of the passage of the tow ropes and immediately report any abnormal situation that may occur, including in relation to the speed of the manoeuvre or approach to the Terminal.
8. The 24-hour tugs, when not used for "manoeuvre towing", will be used to support the FSRU according to the economic parameters set out in the current Decree, with the costs being borne by the terminal operator.
9. The vessels used to provide the towage service must be equipped with suitable flame arresters at the exhaust outlets on board, or with solutions that ensure a similar result. Similarly, it is the responsibility of the towage service concessionaire to equip the crews involved in assistance and manoeuvring activities with PPE suitable for the activities to be carried out.
10. The accounting of the towage services provided within the Ravenna LNG Terminal will be kept separate from those related to the port area. The rates to be applied are those set out in the current Decree issued by the Ravenna Harbour Master's Office.

Article 17 - Mooring Service

1. The mooring plan, the sequence of the passage of the lines and the arrangement of the lines shall be agreed between the Masters of the two vessels (FSRU and LNGC) prior to the start of the manoeuvre and shall be carried out under their responsibility. The Master of the LNGC and the FSRU Manager will jointly agree on the final position of the vessel in relation to the position of the vessel's *manifolds*. In the event that the LNGC mooring manoeuvre is such that it must be carried out without the use of the FSRU Marine Terminal's slip hooks, the local mooring service "Gruppo Ormeggiatori" shall be notified in advance, as part of the advance notice referred to in Article 11(3) above, for the use of a number of mooring operators and vessels in accordance with the table in Annex 7.
2. The Master of the LNGC is responsible for the safe maintenance of his mooring, also in relation to marine weather forecasts. To this end, it is the responsibility of the FSRU Manager to provide the Master of the LNGC with the data in his possession from the specially installed weather stations.
3. The mooring operators involved in FSRU activities must hold the *Basic Offshore Safety Induction Emergency Training* (BOSIET) certificate.
4. For LNGC mooring and unmooring operations, mooring and unmooring of the FSRU, a certain number of mooring operators and vessels of the local mooring service are required, as detailed in the table in Annex 7.
5. During the stay of the FSRU, irrespective of the commercial operations in progress, at least 2 mooring operators of the Ravenna mooring service "Gruppo Ormeggiatori" shall be present on board the above-mentioned vessel 24 hours a day, 7 days a week. They may be deployed in any emergency and/or contingency situation upon the order of the Ship's Master through the Pilot on duty on board.
6. The mooring service shall be requested in accordance with the advance notice requirements of Articles 11.4 and 12.1 above.
7. The vessels used to provide the mooring service must, in addition to being duly certified for the navigation to be carried out, be equipped with suitable flame arresters at the exhaust outlets, or with solutions ensuring a similar result.
8. The mooring operators engaged in LNG carrier and FSRU manoeuvres shall be equipped with portable explosion-proof (ATEX) VHF radio equipment, appropriate clothing and the necessary PPE appropriate to the type of vessel and methods of operation.
9. The mooring operators assigned to the Ravenna LNG Terminal (FSRU and LNGC entry/departure manoeuvres) shall be adequately familiarised with the terminal in advance.



10. Changes in the personnel to be on board, including telephone numbers, shall be notified in advance to the Operations Room of the Ravenna Harbour Master's Office. During this stay, the mooring operators shall comply with the customs, rules and schedules on board the FSRU, shall attend all rol-calls when deemed necessary by the Ship's Master (by way of example, participation in drills when called upon) and shall follow the instructions of the FSRU mooring operations Manager (through the Pilot on duty) in the performance of their duties.
11. The mooring operators engaged in mooring services on board the FSRU shall:
 - carry out mooring and unmooring operations in conjunction with specially trained shipboard personnel, in accordance with shipboard procedures and as directed by the FSRU Manager through the Pilot on duty;
 - check the tightness of the mooring system and ensure that the lines of the two vessels are properly tensioned during the cargo transfer phases;
 - carry out scheduled patrols for the checks referred to in the previous point or, depending on current and expected weather conditions, provide a continuous surveillance service;
 - maintain continuous radio contact with the Pilot on duty;
 - immediately inform the FSRU Manager, the Pilot on duty and the Operations Room of the Ravenna Harbour Master's Office of any abnormal situation encountered during the performance of their duties.
12. The rates to be applied are those set out in the current Decree issued by the Ravenna Harbour Master's Office.

SECTION V - SPECIFIC OPERATIONAL ASPECTS

Article 18 - Precautions to be taken while FSRUs and LNGCs are at the Terminal

1. During the cargo transfer process, the procedures laid down by the International Guidelines and by current national and local regulations on the matter must be implemented; in particular, the provisions of Italian Decree of 2 August 2007 must be followed (merely by way of example, Article 15: radio transmissions; Article 16: use of radar; Article 20: cargo unloading procedures, etc.);
2. In any case, during commercial operations, LNGCs must ensure that a special "*record book*" is maintained that records the results of the checks (both remote and instrumental) on the inerting conditions associated with the ship's tanks, as provided for in para. 9.2.1 of the IGC Code. These checks, regardless of any remote monitoring, must be carried out at least every 4 (four) hours with the use of portable equipment, by properly trained personnel duly designated by the Ship's Master. This record book must show the date, time and result of the check (oxygen value and positive pressure) and must be signed by the designated operative.
3. For the FSRU, in the event of the temporary unavailability, even if only partial, of the fixed system for monitoring the inert gas conditions associated with the ship's tanks and without prejudice to the immediate activation of the procedure referred to in article 8(3) above, monitoring every 2 (two) hours by means of portable instruments by properly trained shipboard personnel duly designated by the Ship's Master, will be initiated immediately with the subsequent completion of the appropriate record book as laid down in the on-board SMS manual.
4. Should the oxygen values in the "inter barrier" spaces and cargo tanks, obtained by the checks referred to in paragraphs 2) and 3) above or by the mandatory continuous monitoring for both FSRUs and LNGCs, prove to be higher than 5% v/v with a positive inert gas pressure, all the safety procedures provided for in the approved on-board manuals shall be implemented and the Maritime Authority shall be informed immediately.
5. The record books referred to in paragraphs 2 and 3 above shall be completed in a timely manner, kept on board and immediately exhibited at the request of the Maritime Authority.
6. For the entire time that it is moored and while lightening is being carried out, the FSRU must keep at least two tow ropes (stern and bow) ready for possible emergency manoeuvres.
7. LNGCs authorised to carry out the LNG lightening operations may only stay at the berth for the time necessary to carry out the operations in question and must therefore leave the berth at the first suitable window. Once the discharging operations have been completed, LNGC



vessels are not permitted to remain idle or technically idle (e.g. bunkering, water supply, loading/unloading supplies, etc.).

Article 19 - Ships alongside the Terminal

1. From the start of the LNGC entry manoeuvre, for the entire duration of the LNGC's stay alongside the FSRU and until the end of the departure manoeuvre, apart from LNG lightening/discharging/loading and regasification operations, no other operations on either the LNGC or the FSRU are permitted, except as expressly provided for in the following articles or following specific authorisation issued by the Ravenna Harbour Master's Office.
2. At the same time, LNGC and FSRU crews are prohibited from leaving their respective vessels, except for operational transfers. In the event of proven necessity, the respective Ship's Masters shall submit to the Ravenna Harbour Master's Office, for the relevant assessments and through the respective shipping agency, a justified request accompanied by the procedures to be adopted to comply with the duties laid down in the *Muster List* and based on the task carried out by the seaman to be disembarked;
3. While stationary at the Terminal, the LNGC shall always be ready to move; no extraordinary maintenance may be carried out on the LNGC while there. Any urgent maintenance work that needs to be carried out may be authorised by the Maritime Authority if:
 - it is necessary for the safety of the vessel and/or for its prompt departure from the Terminal and,
 - it cannot be carried out in the roadstead or other area of the port.

Depending on the type of work involved, the Maritime Authority retains the right to seek the prior advice of the Port's Chemical Consultant and/or other competent Authorities/Administrations, at the expense of the applicant ship.

4. Radio transmissions must be carried out in accord with the provisions of Article 15 of the Decree of 2 August 2007.
5. Any use of radar equipment shall be in accordance with the guidelines contained in the *International Safety Guide for Oil Tankers and Terminals* (ISGOTT) and its amendments.
6. If vessels are equipped with an impressed current cathodic protection system for the hull, this system must be disabled for the duration of the lightening operations.
7. The following operations, which are listed merely by way of example, may be carried out by the FSRU in principle during the periods in which the LNGC is not present alongside and, in any case, in accordance with the procedures set out in the following relevant articles of this Regulation:



- Loading/unloading of goods/materials (Article 25);
 - Bunkering (Article 26);
 - Supply of drinking water (Article 27);
 - Work on board (Article 28);
 - Environmental checks (Article 29);
 - Discharging of waste - *bilge, sludge, sewage* (Article 30).
5. For the entire time that the LNGC is alongside the FSRU, all on-board firefighting equipment and the personnel required to operate it shall be maintained in a state of readiness on both vessels and adequate lighting shall be provided during hours of darkness or poor visibility.
 6. If, for any reason, commercial operations are interrupted, the FSRU, through its Manager, shall immediately inform the Pilot on duty and the Ravenna Harbour Master's Office operations room.
 7. Should the timely resumption of the lightening operations not be possible, 6 (six) hours after the interruption, the LNGC shall - in compliance with the first suitable window identified - leave the Terminal, unless a specific and reasoned request is made for an extension of the deadline.

Article 20 - Lightening procedures

1. The procedures and methods relating to cargo handling (starting from the connection of hoses to their disconnection), shall, in accordance with the provisions of the Decree of the Ministry of Transport of 2 August 2007, be agreed in advance in writing by the FSRU Manager and the Ship's Master of the LNG carrier - or other specifically designated Officer as per on-board documentation - before the cargo transfer operations commence, in order to ensure that every aspect related to lightening operations has been clearly understood and documented. In addition, a "pre-transfer meeting" must be held prior to the start of the transfer, with both vessels signing the checklists.
2. The FSRU Manager shall keep the paper documentation attesting to the manner in which the above-mentioned procedures have been agreed upon; such documentation shall be promptly made available to the Ravenna Harbour Master's Office, at its request, in the quickest way possible. A suitable system must be used for communication between the LNGC and the FSRU, capable of enabling FSRU personnel (Manager and Control Room) to communicate with the LNGC's authorised personnel and lightening operations supervisor. Communications must be carried out in English and, if made by means of two-way radio equipment, on a previously agreed channel to be used exclusively during the transfer of the product and not

to be used for other unrelated communications. Portable VHF/UHF radio equipment, mobile telephones and any other electronic equipment must be certified and maintained to the required standards for intrinsic safety (ATEX classification - for Italian flag vessels, see Circular S.G. No 141/2018 of the General Command of the Harbour Masters' Corps).

3. The Ship's Masters of the FSRU and LNGC, or other specifically designated Officers, shall have all equipment and facilities related to the unloading operations inspected and tested periodically, and in any case always before the commencement of commercial operations.
4. Prior to commencing LNG transfer operations, the FSRU Manager and LNGC Manager shall check and test the ESD systems, as well as the alarms associated with the cargo transfer, any additional alarms related to the safe maintenance of the tanks and "inter barrier" spaces, and shall verify that the LNGC/FSRU connection alarm is functioning properly; they shall also ensure that the personnel of the two units involved in commercial operations are familiar with the functioning of the ESD system and are instructed on its activation in the event of an emergency.
5. Prior to the commencement of operations, all preliminary checks must have been successfully carried out as provided for in Articles 19 and 22 of Ministerial Decree 1 August 2007, in accordance with the LNGC and FSRU Ship's Masters declarations in the context of the lightening procedure; evidence of the planning and execution of tests and maintenance activities in compliance with the technical standards in force, in accordance with the relevant Safety Management Systems, must be kept on board the vessels. Should the control systems be out of service/not operational for more than 30 days, their operability must be tested prior to recommissioning in order to ensure full efficiency. Hoses for ship-to-ship cargo transfer must also be periodically tested in accord with the provisions of the current IGC Code and relevant technical regulations.
6. The fire-fighting systems installed on the FSRU Marine Terminal must also periodically undergo maintenance and testing in accord with the relevant technical standard and, at the latest, every six months.

Article 21 - LNG lightening

1. During the LNG lightening phases, the LNGC and the FSRU Cargo Control Rooms shall each, at all times, be manned and supervised by an Officer/Manager designated for the purpose by the Ship's Masters of the respective vessels.



2. A guard over the mooring lines, deck and manifolds must be maintained at all times.
3. With regard to the methods for carrying out cargo transfer, preliminary checks and other associated operations and the related equipment, please see the Decree of 2 August 2007, Section IV - Lightening Operations.
4. During the LNG unloading phases, the Ship's Masters of the LNGC and the FSRU, shall arrange, each for his own vessel, frequent inspections in each area of the ship, to confirm that the technical and nautical safety conditions of the unloading equipment and facilities and of the ship in general have been maintained.
5. The Ship's Master and crew of the LNGC shall immediately notify the FSRU Control Room of any event that may compromise or alter normal unloading operations or otherwise reduce the safety of the ship or the FSRU.

Article 22 - Suspension of operations for reasons of safety

1. The FSRU Manager is responsible for constantly verifying compliance with the operational limits of the activities in line with the requirements of Article 10 above, in relation to current and expected sea-weather conditions or for any other reason of an operational nature.
2. Should he deem it advisable, or should there be a deterioration in the general safety conditions of the ships, of the Ravenna LNG Terminal or of any type of plant, or should the conditions referred to in Article 10 above occur, the FSRU Manager shall order the LNGC ship to stop cargo discharging operations, disconnect the manifolds and/or move the ship.
3. In the event that, in relation to the operating limits referred to in article 10 above, the LNGC is required to move away from the FSRU, it shall move out of the terminal area through the TSS; any possible approach to/mooring alongside the Terminal, provided that the minimum operating thresholds laid down are reached, shall be authorised in advance by the Ravenna Harbour Master, following receipt by the FSRU Manager of the information required for the "berthing" request.
4. However, the LNGC Ship's Master may at any time order that the LNG unloading operations are stopped, informing the FSRU Manager promptly of this decision.
5. Any decision taken regarding the halting of unloading operations, the detaching of manifolds or the need to move the LNGC must be brought to the attention of the Ravenna Harbour Master's Office by the FSRU Manager.

Article 23 - Suspension of operations due to an emergency

1. The FSRU must have detailed Emergency Plans covering all types of emergencies, in accord with the regulations in force - including international regulations. In the event of an alarm due to fire, explosion or other accident/emergency on board the vessel or Terminal and/or in the event of a spillage of product, the operational procedures set out in the FSRU Emergency Plans shall be adopted. These plans must be filed, in electronic and paper format, as appropriate, with the Ravenna Harbour Master's Office and the Ravenna Provincial Fire Department. It is also the Terminal Operator's responsibility to deposit the detailed plan of the FSRU Marine Terminal's fire protection and safety equipment/procedures with the aforementioned Administrations.
2. In the event of an emergency on board the LNGC, the Ship's Master shall immediately activate all fire, pollution and safety measures to safeguard the ship and crew; unloading operations shall also be immediately suspended, the LNG flow interrupted and the FSRU manager alerted immediately. FSRU personnel must go to their assigned posts and carry out the procedures set out in the Emergency Plans.
3. In the event of an emergency alarm occurring on the FSRU during the transfer of LNG from the LNGC vessel or vice versa, the shut-off valves shall immediately be closed and all fire, pollution and safety measures provided for in the Emergency Plans shall be activated.
4. In particular, in these situations, the Ship's Masters of the two vessels shall implement all the procedures laid down in the shipboard plans, with regard to roll-calls, functioning of the emergency teams, safety warnings and the mustering of personnel on board. They must also promptly inform the Operations Room of the Ravenna Harbour Master's Office.
5. In the event that it becomes necessary to evacuate a person from the LNGC or FSRU due to a medical emergency, by winching them up to an aircraft, commercial cargo transfer and regasification operations shall be temporarily suspended until the aircraft has completely departed the area.
6. This is without prejudice to the provisions, procedures and requirements set forth in the Plans provided for by other sector regulations, applicable to the FSRU Marine Terminal pursuant to Legislative Decree No 105 of 26 June 2015.

Article 24 - Duties of the FSRU Manager, the PFSO and security personnel

1. The FSRU Manager must conduct continuous monitoring of the regulated area using his own personnel.
2. The FSRU Manager must organise the service in such a way as to ensure an adequate and continuous "lookout service" within the meaning of COLREG 72 - International Regulations for Preventing Collisions at Sea.
3. The service personnel (security) of the FSRU shall, in particular:
 - monitor all vessels in transit in the area of the FSRU, in order to check that they maintain a course that does not approach the FSRU itself or the LNGC, communicating with them, if necessary, on marine VHF channel 16 and the subsequent working channel, to provide information on the restrictions in force;
 - immediately activate the *security* equipment provided, including through the terminal's PFSO/DPFSO, for any possible situation that could jeopardise security or in the event of vessels approaching the FSRU. In such a situation, the Operations Room of the Ravenna Harbour Master's Office should be informed immediately.
4. In the event of a vessel being on a confirmed collision course with the FSRU or LNGC vessel, since an intentional unlawful act cannot be ruled out, all procedures under the current *Port Facility Security Plan* of the FSRU Marine terminal and the *Ship Security Plan* of the FSRU must be activated.

SECTION VI - COMPLEMENTARY ACTIVITIES

Article 25 – Loading/unloading of materials

1. From the beginning of the LNGC entry manoeuvre, for the entire time that the vessel is alongside the FSRU and until the end of the departure manoeuvre, activities for the replenishment of supplies, materials and the like are, in principle, not permitted.
2. Operations on LNGCs and FSRUs for loading/unloading goods, materials, supplies and provisions, if necessary, may be carried out by sea or through the Terminal (in the latter case, only for FSRUs); operations for the embarking/disembarking of personnel and crew may be carried out both by sea and through the Terminal, subject to the activation of the required security procedures by the PFSO; for these operations, appropriate transport craft provided

by companies certified for this purpose must be used, subject to the adoption of the authorisation procedure provided for in article 14 above.

3. In the case of the transporting of industrial personnel (as defined in Article 1(1), point 49 of Presidential Decree 435/91, MSC Resolution 418 (97) and Circular S.G. No 148/2018 of the General Command of the Harbour Masters' Corps, as amended by Circular S.G. no. 171/2023 Rev. 1 of 28/06/2024) and special personnel (as defined by article 1(1), point 50 of Presidential Decree 435/91, the current Code of Safety for Special Purpose Ships and Circular S.G. No 166/2021 of the General Command of the Harbour Masters' Corps), on the mooring platform of the FSRU, marine craft certified and licensed for this purpose in accordance with the provisions in force in the sector may be used.

Article 26 - Bunkering Procedures

1. Other than LNG transfer operations, already regulated in the preceding articles of this Regulation, the bunkering of the FSRU with other fuels is only permitted when there is no LNGC vessel alongside and only by bunkerboat.
2. The activities shall be organised in compliance with the current "Regulations for bunkering operations on ships moored in the port and roadstead of Ravenna", brought into force by Order No 122/2012 of 18/12/2012, as amended by Ordinance No 83/2015 of 09/11/2015.
3. Bunkering is not permitted for LNGC vessels when alongside the FSRU.

Article 27 - Procedures for the supply of drinking water

1. Supply of the FSRU's drinking water is permitted subject to the adoption of the authorisation procedure provided for in Article 14 above, provided that there is no LNGC vessel alongside and only in conditions of good visibility and if the weather and sea conditions are expected to be favourable for the entire duration of the operation (to be certified by the FSRU Manager);
2. In the case of supply by barge and/or other authorised means, the Ship's Master of the latter must agree with the Ship's Master of the FSRU on the procedures for coming alongside and unloading.

Article 28 - Work on board the FSRU and LNGC

1. On board the FSRU, all the periodic maintenance required by the IGC Code in force must be carried out, with particular regard to pre-set frequencies and methods, in addition to all the

technical and operational checking and inspecting activities specified in the manufacturer's manuals of each item of equipment installed on board.

2. No "hot work" shall be carried out on board the FSRU from when the LNGC begins its entry manoeuvre, for the entire time the LNG carrier is alongside the FSRU and until the departure manoeuvre has been completed. "Hot work" is to be understood to be any activity involving the use or production of oxyacetylene mixtures, oxyacetylene flame and electric welding and/or any type of source of heat and/or sparks.
3. The carrying out of hot works, where strictly necessary, is in any case always subject to the issuing of an authorisation and compliance with the provisions specified in Order No 17/2007 of 15/03/2007 of this Harbour Master's Office, it being understood that only works through the "ordinary procedure" (as per article 3 of the aforementioned Order) will be authorised.
4. Any maintenance work relating to the regasification facilities of the FSRU, and therefore a potential cause of interference to the lightening operations, must be scheduled to be carried out with no LNGC present. Where mandatory maintenance deadlines or unavoidable contingent events necessitate "cold work" while an LNGC is alongside, only the following maintenance activities will be permitted:
 - activities which do not cause any reduction in the functionality of the system, when concerning critical safety equipment (such as fire-fighting equipment, electrical power, emergency systems, etc.), and,
 - activities which fall within the validity of the statutory certification held by the ship.
4. The Ship's Master, for each maintenance operation shall expressly identify a specific "Supervisor" (if not already provided for in the on-board SMS Manual), who shall not have any assignment or task relating to cargo transfer operations.
5. All personnel assigned to carry out maintenance activities, including any provided by external companies, must be properly trained and familiar with the type of work required, with the responsibility resting on the person mentioned in point 4 above for their continuous supervision.
6. Any maintenance work must be carried out in compliance with on-board procedures, under the direct control and responsibility of the FSRU Manager. Before commencing work, appropriate alternative safety measures (procedural, organizational, technical) must be identified and implemented, following the issuance of a specific authorization or written work permit by the FSRU Manager. In any case, such maintenance, even of a corrective nature, must be carried out after checking explosive levels using portable detectors and the direction



of the wind relative to the area to be accessed, as well as with the use of ATEX instrumentation and equipment and the PPE provided for the purpose.

7. Without prejudice to compliance with the requirements of the Article 11 of Chapter I of the SOLAS convention in force and the consequent reporting requirements, clearances/work permits relating to maintenance activities (if not already provided for in specific forms of the on-board SMS Manual) shall be kept on board and at the disposal of the Maritime Authority.

Article 29 - Environmental checks/monitoring and other activities at sea

1. In order to carry out environmental checks/monitoring activities or any other activity requiring the presence of personnel or craft in the stretch of water in front of the FSRU and/or the FSRU Marine Terminal, the company in charge of such activities shall submit a specific request to the Harbour Master's Office of Ravenna - through the Terminal Operator - in the form and manner set out in article 14 above, which shall indicate:
 - the activities to be carried out and the expected timescales;
 - the craft used, their characteristics and their certificates;
 - the way the planned activities will be carried out and the programme of work;
 - the personnel aboard the craft (including any technical and scientific personnel);
 - the name of the person responsible for the operations and their contact details;
 - any other information of interest to the Maritime Authority.
2. Entry into the restricted area referred to in Article 14 above for the requested activities shall in any case not be permitted from when the LNGC begins its entry manoeuvre, for the entire time the LNGC is alongside the FSRU and until the end of the LNGC's departure manoeuvre. The foregoing remains valid except in the event of a justified and reasoned request by the Terminal Operator, also where obligations and prescriptions are imposed by other Authorities/Administrations.

Article 30 - Waste, bilge, sludge and sewage disposal.

1. All waste produced on board the FSRU shall be disposed of to the service concessionaire for the port and roadstead of Ravenna, who shall operate using suitable nautical craft,

equipped with flame arresters on the exhaust gas outlets (or solutions guaranteeing similar results).

2. In the event of a planned FSRU departure (and other than instances of unmooring due to adverse weather conditions/emergency), the thresholds provided for in Regulation (EC) No 89/2022 must be met.
3. Such operations shall not be carried out with an LNGC vessel alongside the FSRU, except in cases of proven urgency and following a special request to the Maritime Authority. Similarly, they may only be carried out when visibility conditions are good and weather and sea conditions will be favourable for the duration of the planned operations.
4. With regard to the waste produced on board the LNGC, without prejudice to the application of the thresholds provided for by Regulation (EC) No 89/2022, and only in cases where the aforementioned thresholds are exceeded or are expected to be exceeded during the stay, they may be disposed of solely to the service concessionaire for the port and roadstead of Ravenna, who may only operate with a suitable marine vessel equipped with flame arresters at the on-board exhaust gas outlets, during the periods preceding or following the cargo transfer operations, providing for their collection by sea in an area pre-established with the Ship's Master.
5. All waste so disposed of must be recorded by filling in the registers required by the MARPOL Convention and the Italian legislation implementing it. Receipts for the waste being disposed of must be kept on board for the time required by the aforementioned regulations.
6. All necessary precautions must be taken to prevent the accidental release at sea, either directly or indirectly, of liquid and/or solid waste at all stages of its transshipment from the Terminal to the collecting vessel.
7. The application of Article 14 concerning the authorisation to approach the Terminal remains unaffected.

SECTION VII - SAFETY OF NAVIGATION

Article 31 - Safety certification

The FSRU shall be in possession of all the safety certificates listed in the Circular S.G. No 169/2023 entitled "Safety of navigation", issued by the General Command of the Harbour Masters' Corps on 14.01.2023, to which reference is made for any relevant assessment.

Similarly, all the prescriptions applicable to the case in question as set out in the Circular Series "Organismi affidati" No 15/2017 of 14.07.2017 entitled "Safety of navigation" of the General Command of the Harbour Masters' Corps regarding dry dock inspections must also be complied with.

Article 32 - Fire and pollution prevention service

1. For the purpose of port safety and safety of navigation, including fire and pollution prevention, the FSRU must comply with applicable Italian and international regulations. The quantity, type and location of the fixed and mobile fire-fighting facilities, including fixed fire alarm and fire-extinguishing equipment, as well as the additional equipment provided for the type of vessel, shall be in accordance with applicable International Conventions and as specified in the approved plans and relevant certificates.
2. The fire-fighting systems installed on the FSRU Marine Terminal must also comply with the technical standard of the sector, as well as with the provisions of the competent Authorities/Administrations.
3. In particular and in addition to the above, for the purposes of fire prevention, the following activities are prohibited at all times at the Terminal, on the FSRU and on the LNGCs alongside it:
 - smoking, except within areas specifically authorised and regulated, where appropriate precautions are being taken;
 - the use of portable, non-explosion-proof lights;
 - the use of portable electrical equipment not certified for explosive atmospheres in areas classified as hazardous, ATEX;
 - keeping portable electronic equipment switched on, including fans, telephones and lights, which are not ATEX certified in accordance with the technical standards of the sector and, in any case, without due authorisation;
 - possession of weapons, ammunition, rockets, fireworks and any other type of explosive/pyrotechnic material (with the exception of distress signals and with the exception of law enforcement and police equipment);



- transferring of products from one tank to another through temporary lines or hoses;
 - leaving doors and windows of the accommodation module open;
 - wearing of work clothes other than clothing made of natural and/or antistatic fabric or PPE other than those required by industry-specific regulations.
5. LNGC Ship's Masters must also strictly adhere to the procedures of the LNG Terminal of Ravenna.
 6. For the possible use of on-board devices/equipment, refer to Section IV of the Italian Decree of 02 August 2007.
 7. For the purposes of the application of the international regulations for the prevention of pollution caused by ships, the vessel shall comply with the MARPOL regulations, as amended, applicable to vessels categorised as "*Gas Carriers*" authorised for international navigation, taking into account any waivers granted for this purpose by the competent Ministry for ships flying the Italian flag or by the relevant Flag Administration for others. In any case, the provisions laid down by the competent environmental authorities/administrations within the framework of the current Authorisation and other measures/authorisations issued for this purpose remain unaffected.

Article 33 – Safety equipment

1. For the purposes of safety of navigation, the FSRU shall comply with the provisions contained in the regulations listed in the Circular referred to in Article 31 of this Regulation, having particular regard to the quantity, type and location of collective and individual life-saving equipment, as well as the related additional equipment provided for by applicable international regulations.
2. The safety equipment installed on the FSRU Marine Terminal must comply with the industry-specific technical regulations. As far as the life-saving equipment installed on board is concerned, such equipment shall, as a minimum, meet the requirements and provisions of the current Chapter III of the SOLAS Convention.

SECTION VIII - MANNING

Article 34 - Manning of the FSRU

1. The FSRU is in possession of a Minimum Safe Manning Document as issued by the flag state. Crew members must also possess the professional qualifications and skills required

for LNG carriers of the same tonnage, supplemented by specific training aimed at making them familiar with the Terminal's facilities and systems.

2. Familiarisation and training of on-board personnel should be carried out in compliance with the applicable safety regulations, both national and international, and the procedures set out in the approved on-board SMS Manual.
3. Without prejudice to the application of the provisions set out in Section X below, technical personnel whose presence is required by the company operating the plant may also be taken aboard for specific checks/duties. Such personnel, like any other personnel accessing the Ravenna LNG Terminal, must also be familiarised in advance with emergency procedures and the risks arising from normal on-board activities.
4. The total number of "persons aboard" (crew and non-crew) must be kept within the limits of the safety certification.
5. The Ship's Master of the FSRU shall be constantly aware of the number of people aboard and shall daily, at 09:00 hours, provide the Operations Room of the Harbour Master's Office of Ravenna with a list of the people aboard, divided into crew, technicians and other persons (e.g. mooring crew).

SECTION IX - DRILLS

Article 35 – Emergency Drills

1. In addition to the provisions of the aforementioned regulations on Safety of navigation, and without prejudice to the test/inspection activities already provided for in the previous articles of this Regulation and the current IGC Code, the FSRU Manager shall, at least every six months, arrange for internal emergency drills and technical tests on the functionality of the equipment, in order to monitor the training of personnel and check the efficiency of the fire-fighting equipment and other available equipment, including the roles and response capabilities of the tugs. The procedures for and timing of such drills shall be communicated well in advance to the Harbour Master's Office of Ravenna, for any assessments of



competence; the start and end time of the drill shall be communicated to the Operations Room of the Harbour Master's Office of Ravenna.

2. The drills referred to in paragraph 1) above must also be carried out with the involvement and use of the fire-fighting equipment installed on the FSRU Marine Terminal, as provided for in Article 20, paragraph 6 above.
3. The Terminal shall also make itself available to carry out any further drills ordered by the Harbour Master's Office of Ravenna.
4. A copy of the drill report must be sent to the Ravenna Harbour Master's Office.

Article 36 - Emergency shut-down (ESD) System Test

1. The FSRU has 2 levels of ESD. ("ESD 1" - "ESD 2").
2. Without prejudice to the FSRU Manager's duty to carry out inspections and tests as provided for by current legislation, cryogenic hoses, the ERS system (based on the benchmarks) and all related and operationally connected equipment must be inspected and tested prior to each lightening operation, in accordance with the current SMS Manual and current national and international procedures, where applicable. Prior to each lightening operation, a test of the ship-to-ship and ship-to-shore communication systems must in any case be carried out by the same Manager, with an "ESD" system activation test.
3. A test of the "ESD 2" system must also be carried out at least once a year with disconnection under controlled conditions. This test will in any case have to be carried out prior to the Ravenna LNG Terminal starting operations.
4. The verification of the ESD system must also be carried out by the LNGC before initiating the entry manoeuvre, with documentary evidence being made available on board.

SECTION X - SECURITY

Article 37 - Applicable regulations

The FSRU Marine Terminal is subject to '*port facility*' regulations as it is considered to be a port facility under the current Italian Law 84/94 and for maritime security purposes.

Before entry into operation, it must be in possession of a PFSP (*Port Facility Security Plan*), approved in accordance with the regulations in force and, therefore, the appointed PFSO (*Port Facility Security Officer*), jointly with the DPFSO (*Deputy Port Facility Security Officer*), shall be responsible for the proper implementation and enforcement of the PFSP.

The aforementioned PFSO shall be responsible for interfacing with the SSO (*Ship Security Officer*) of the FSRU and/or LNGC, if moored, for any requirements within its area of responsibility.

Article 38 - Visits on board the FSRU

Visits on board may be carried out with a maximum number of visitors (considered to be "passengers") of 12, bearing in mind that the number of "technicians and passengers" aboard at the same time must not, however, exceed the maximum number specified in the valid safety certificates.

Visits must be carried out in compliance with internal *safety* and *security* regulations.

Any person who, following authorisation by the concessionaire in compliance with the safety/security procedures in force, is authorised to access the Ravenna LNG Terminal is obliged to receive suitable training on the risks of the Terminal and the relevant safety/security procedures from the terminal operator in advance. Additionally they must be equipped with suitable personal protection equipment relative also to the type of activity to be carried out (by way of example only, ATEX equipment).

SECTION XI - FINAL PROVISIONS

Article 39 - Final Provisions

1. Any situations not covered in this Regulation shall be assessed, on a case-by-case basis, by the Harbour Master's Office of Ravenna, after hearing the opinions of the Bodies/Authorities/Services deemed necessary.
2. The Maritime Authority may also impose, at its own discretion, any additional and/or provisional prescriptions deemed necessary and essential for the safe conduct of operations.
3. This Regulation, which only concerns the aspects related to navigation and port safety falling within the competence of the Maritime Authority, does not exempt the concessionaire from complying with and respecting all the remaining prescriptions/obligations/provisions set forth in the current Authorisations/Clearances issued by other Authorities/Administrations to which specific duties are assigned based on the current regulations.
4. The Maritime Authority shall take steps to make the necessary amendments to this Regulation and annexes in the event of significant changes to the configuration of the Ravenna LNG Terminal, such as would alter its operations and/or safety conditions, or if, in relation to the experience acquired, it is necessary to reformulate the procedures laid down, from both an operational and administrative point of view.

SECTION XII - TRANSITIONAL PROVISIONS

Article 40 - Commissioning Activities - Entry into operation

1. From the date of issue of these measures and until the end of the commissioning activities, the vessels assigned to the above mentioned operations and authorised by the Maritime Authority under separate provisions to approach the platform, may operate within the restricted area referred to in article 14 above.
2. The entry into operation of the Ravenna LNG Terminal remains subject to the issuing of the Integrated Environmental Authorisation by the Ministry of the Environment and Energy Security and the Final Technical Opinion of the competent Regional Technical Committee pursuant to Italian Legislative Decree 105/2015.



Article 41 - Breakwater construction activities

1. The vessels used for the construction of the breakwater, commissioned by the North Central Adriatic Sea Port System Authority, will be allowed to operate - following specific Orders issued for navigation safety purposes by the Harbour Master's Office of Ravenna - within the restricted area referred to in article 14 above, subject to the adoption of all the safety measures set out in the Emergency Coordination Plan jointly drawn up by the parties involved, to be transmitted in advance to the competent Authorities.
2. The activities referred to in item 1) above shall be subject to a specific Plan for the execution of works at sea, drawn up by the works contractor, agreed with the Terminal Operator and forwarded through the Contracting Authority, which shall specify how the works area is to be accessed and the ordinary and emergency exit methods, based on the operational limitations of the vessels and the activities to be carried out. This is without prejudice to the Maritime Authority's right to request technical, operational and administrative additions for purposes related to the safety of the mooring/unmooring manoeuvres and stay of the vessels used, in relation to the type of the same and the activities to be carried out.
3. It remains the duty of the Contractor, through the Principal, and subject to the Terminal Operator's agreement, to prepare adequate documentation for the necessary operational planning of the activities, with the aim of assessing the risks arising from simultaneous activities, and agreeing and planning the measures to be taken in this regard.