

## **TIPC Marine Corporation, Ltd.**

### **Berth Management Guidelines of Taichung Port Offshore Wind Power O&M Center**

Enacted as per Letter xxxx Zi No. xxxxxxxxx dated January xx, 2019

#### **Chapter 1 General Principles**

- I. The Guidelines are established to comply with the government's policy for developing offshore wind power, to increase the usage efficiency of berth facilities of the Company's Taichung Port Offshore Wind Power Operations and Maintenance Center (hereinafter referred to as the "O&M Center"), and as the basis for applications for use and management.
- II. Entities with one of the following qualifications and those who are in businesses related to offshore wind power industries (hereinafter referred to as the "Applicant") may apply to the Company for the use of berth facilities of the O&M Center:
  - (I). Domestic companies or foreign companies approved by the government to set up branch companies in the country
  - (II). Institutions conducting related research or development in offshore wind power industries
- III. Applicants who apply for use in accordance with the regulations shall submit the following documents:
  - (I). Application form for usage of berth/ temporary berthing (see Attachment 1)
  - (II). Institution or company registration certificates
  - (III). Proof of tax payment. Applicants providing business tax payment certificates must provide the business tax payment receipt or the latest sales revenue and tax report, approved and affixed with an official seal by the responsible tax authority. Applicants who are unable to provide the most recent certified document in time may use that of the immediately preceding period as a replacement. Newly established entities that have not reached the time limit for filing their first tax payment may use the business establishment approval letter issued by the tax authority for business tax as a replacement.
  - (IV). Performance bond. Applicants shall provide cash, promissory notes or checks issued by a financial institution, certified checks, postal orders, bearer government bonds, certificates of deposit issued by a financial institution with pledges, irrevocable standby letters of credit issued or confirmed by banks, or written bank guarantee.
  - (V). Other required documents based on the nature of the application.
- IV. Applications for temporary berthing that do not interfere with the use of existing applicants may be filed; such applications may be exempted from the submission of required documents specified in Article 3, except for the application form for temporary berthing. However, the temporary berthing fee of NT\$ 12,000 shall be paid in advance.

- V. The Applicant shall be required to pay 10% of the total fees as performance bond when filing the application. The application procedure shall be completed after the Company approves and applies the Company's seal to the Application Form. If the approval is conditional on the Applicant's provision of supplementary documents or other conditions, the related documents must be delivered within the time specified, or conditions must be met. Failure to provide supplementary documents in time or meet specified conditions shall be treated as an unapproved application.
- VI. If multiple Applicants apply for use of berths and the O&M Center cannot satisfy the requirements of all the Applicants, the Company will process applications depending on the situation of their filing.

## **Chapter 2 Implementation Management**

- VII. If the Applicant has other usage or service requirements outside the contents, scope, and items established in the "Taichung Port Offshore Wind Power O&M Center Berth Facility Rate Table" (attached), the Applicant may negotiate with the Company to establish a rate separately.
- VIII. An Applicant who has been approved by the Company shall prepay the facility usage fee for the first and second periods in accordance with the "Taichung Port Offshore Wind Power O&M Center Berth Facility Rate Table" (attached) and Article 7 of these Guidelines. The Applicant shall be required to transfer funds to the account designated by the Company within 10 days from the day after the approval was granted.
- IX. The berth facility usage fee shall be paid on a quarterly basis. One installment shall be paid quarterly (3 months). With the exception of the first and second periods (see details in the attachment), the Applicant shall be required to transfer the fees for the period to the account designated by the Company before the fifth day of January, April, July, and October each year. If the number of days in the first quarter of usage does not exceed one quarter, the facility usage fee of the first quarter shall be paid proportionally.
- X. In the event that the Applicant delays payment of facility usage fees in a given period, the penalty for the delay shall be paid in accordance with the following subparagraphs:
  - (I). One thousandth of the facility usage fee shall be added each day for overdue payment of less than 1 month.
  - (II). Two thousandths of the facility usage fee shall be added each day for overdue payment of more than 1 month but less than 2 months.
  - (III). Three thousandths of the facility usage fee shall be added each day for overdue payment of more than 2 months but less than 3 months.

- (IV). Four thousandths of the facility usage fee shall be added each day for overdue payment of more than 3 months.
- XI. In the event that the Applicant desires to terminate its usage within the usage period, it shall notify the Company in writing at least 3 months in advance. Except where otherwise agreed in a contract, the Applicant shall pay off berth facility usage fees, penalties for the delay, the cost of repair, and damages due upon termination; the entire performance bond shall be forfeited as punitive damage for breach of contract.
- XII. The Company may notify the Applicant to terminate its usage under any of the following conditions:
- (I). In the event that the facilities must be returned to facilitate overall plans for land or facilities of Taichung Port area, and the Company has provided a notice 3 months in advance.
  - (II). In the event that a company that has contracted the Company to provide wind turbine O&M services files an application and the berth facilities are insufficient, the Company shall provide a notice 3 months in advance to terminate the usage of companies that have not contracted the Company to provide wind turbine O&M services.
  - (III). In the event that the Applicant fails to pay overdue berth facility usage fee or penalties for the delay after the Company issued notifications for payment and imposed a deadline.
  - (IV). In the event that the Applicant's use of the facilities violates regulations or the Company's policies, and fails to make improvements after notifications for improvements within a specified time period, or if related laws or Company policies were not met after improvements.
  - (V). Other reasons for terminating the usage in accordance with the Civil Code or other regulations.
- XIII. In the event of early termination as provided in subparagraphs (1), (2), and (5) of the preceding Article due to reasons that cannot be attributed to the Applicant, the Company shall return prepaid berth facility usage fees for unused periods without interest, and the performance bond. In the event of early termination as provided in subparagraphs (3), (4), and (5) of the preceding Article due to reasons that can be attributed to the Applicant, the Applicant shall pay off the berth facility usage fees, penalties for the delay, the cost of repair, and damages due upon termination; the Company may confiscate the entire performance bond as punitive damage for breach of contract.
- XIV. Procedures after Termination:
- (I). After the termination of use, the Applicant shall restore the facilities to a complete and usable state before returning them to the Company. If the facilities are not restored, the Company may impose a deadline for the restoration. The berth facility usage fee shall be charged before the restoration. If the Applicant fails to do so within the specified time period, the Company may complete the restoration on behalf of the Applicant, and the cost of restoration and damages shall be borne by the Applicant.
  - (II). If the facilities are damaged upon return and the reasons for damage can be attributed to the leasee, the Applicant shall conduct repairs within the time period

specified by the Company. If the Applicant fails to do so within the period specified, the Company may complete the repair on behalf of the Applicant, and the cost of repairs and damages shall be borne by the Applicant. If repairs cannot be completed, the Applicant shall pay the book value of the facilities at the time of termination as compensation.

- (III). Upon expiration of the usage (except for termination or rescission of contract), the performance bond shall be returned to the Applicant without interest after the Applicant restores the facilities to a complete and usable state, returns them to the Company, pays off all payment due, and there are no damage attributed to the Applicant, or disputes or outstanding items between the parties.

XV. The return of performance bond shall be performed as follows:

1. In the case of cash, postal order or check, the performance bond shall be returned as cash or non-negotiable check, stating the original payer as the payee.
2. In the case of bearer government bond, the performance bond shall be returned as the same.
3. In the case of certificates of deposit issued by a financial institution with pledges, the performance bond shall be returned as the pledge cancellation notice to the financial institution that created such pledge.
4. In the case of irrevocable standby letters of credit issued or confirmed by banks, such letters of credit as performance bond shall be returned to the issuing bank, notifying bank or confirming bank. However, the return may be exempted if the bank is not so required or the letter of credit has expired.
5. In the case of a written bank guarantee, such written guarantee shall be returned to the issuing bank. However, the return may be exempted if the bank is not so required or the guarantee has expired.

### **Chapter 3 Provisions of Use**

XVI. The Applicant shall abide by these Guidelines, entry and departure control, and related regulations of Taichung Port area. The Applicant is prohibited to do the following without the consent of the Company:

- (I). Exceed the scope of applied use to conduct operations or transfer facilities to third parties.
- (II). Use the Company's name for promotion or for organizing, assistance in organizing, or joint organization of events without permission.
- (III). Other actions that will infringe the rights of the Company.

XVII. The Applicant shall exercise due care in the management of the facilities as a good administrator. In the event of damage caused by third parties, the Applicant shall prevent or lessen damages to the best of its efforts, and notify the Company. In the event of violation of the aforementioned obligation for notification, the Applicant shall compensate the Company for all losses.

XVIII. During the lease period, the Applicant shall be responsible for the damages and costs if the berth facility applied for use is damaged by the Applicant or its entrusted agent.

- XIX. Environmental protection, occupational safety, law and order, security, and other rules:
- (I). The applicant shall abide by related regulations and port regulations on law and order, security, safety, environmental protection, occupational safety, fire safety, management regulations, etc. In the event that facilities may damage the interests of others or the Company due to reasons attributable to the Applicant, the Applicant shall be liable for compensation for all damages.
  - (II). The Applicant shall maintain the cleanliness and order in the area of use and may not arbitrarily use the facilities to store garbage or other waste, or discharge wastewater or sewage into the Port. In the event of a violation, the Company may report or request the competent authority to impose penalties in accordance with related regulations. The Applicant shall be solely responsible for the deadline for making improvements or fines imposed by the competent authority.
  - (III). In the event of pollution that causes the area of use to be announced as a Pollution Control Site or suspected pollution of the soil, the Applicant shall also be liable for the expenses or losses as well as the factors that are unfavorable to future use, such as clearance and land restoration.
  - (IV). In the event of casualties caused by occupational hazards, the Applicant shall conduct rescue or take other necessary measures and report the incident to the Company and labor inspection institutions in accordance with related laws.
  - (V). To maintain national resources and the safety of port operations, the Applicant shall implement regulations for disaster prevention, protection against typhoons and earthquakes, disaster response, and drills established by the Company.
  - (VI). All motorized vehicles used by the Applicant in Taichung Port shall abide by related port management regulations.
  - (VII). The Applicant shall be responsible for purchasing insurance or for the safekeeping of personal items that belong to its employees; the Applicant may register any loss of such items with the Company for assistance in search.
  - (VIII). The Applicant shall comply with related regulations and be liable for the safety of the workers when using the Company's facilities; it may purchase insurance additionally at its own expense for its special requirement. The Applicant shall be solely responsible for injury or financial losses sustained by its employees or third parties.
  - (IX). In the event of emergency alarms or broadcast by the Company (such as fire and earthquake alarms), the Applicant shall follow instructions from the Company to evacuate employees.
  - (X). For environmental sanitation and personnel safety, the Company strictly prohibits the entry of any animals (pets), fire-related activities, live fire shows, dusty environments, and other dangerous activities on the premises.
  - (XI). It is strictly forbidden to store any oil or to place dangerous materials (flammable materials, explosives, etc.) in the Port area.
  - (XII). Non-authorized personnel shall not enter into the berth control zone separately for safety reason.

XX. The Applicant shall comply with the “Guide to Taichung Port Entry”, including but not limited to the following:

- (I). Vessels navigating in designated lanes shall maintain an appropriate safety distance from the ship before and after, depending on the manoeuvrability of the ship. It is strictly forbidden to anchor or stay in the traffic lanes.
- (II). Vessels entering and exiting the harbor control during typhoon: When the Central Weather Bureau announces sea and land typhoon alerts which encompass the Taichung area, and the measured average wind (level) within 15 minutes reaches Beaufort 8 (with wind speed being at 17.2m/s ~ 20.7m/s) or stronger at the north breakwater, all vessels entering and exiting the Port may be temporarily suspended. The wind force (level) measured primarily according to the north breakwater, that by the Vessel Traffic Service (hereinafter referred to as “VTS”) is considered ancillary, and that by the Central Weather Bureau, Wuchi Weather Station is intended as a reference.
- (III). Of vessels mooring at the harbor’s docks, the stepped-up cable tying operating baseline is defined as follows: For ships with a gross tonnage of 10,000 metric tons or less, there shall be at least 5 mooring lines (including the back spring) each at the bow and stern; for ships with a gross tonnage over 10,000 metric tons or more, there shall be at least 5 mooring lines (including the back spring) at the bow and stern.
- (IV). Of vessels not mandated to exit the Port for sheltering against the wind, if the onsite judgment or signs indicate there are certain hazards, the branch company may request said vessel to exit the Port for sheltering against the wind.
- (V). Vessels permitted to linger within the Port area are still urged to stringently inspect the ship conditions, cargo loading and related situations, and where deemed necessary, are best to exit the Port for sheltering against the wind as early as possible. If determined to linger in the Port, they shall declare the filing as per typhoon prevention operating regulations, and step up the mooring lines and various typhoon-prevention, wind-resistance works. (see Attachment 3)
- (VI). A vessel employing a pilot to shift berths or to depart should apply for permission from Taichung VTS by the pilot. A non-compulsory piloted vessel planning to shift berths or depart should first apply for permission from Taichung VTS after being ready to sail. Such vessel shall keep in touch with the pilot at all times. All vessels are prohibited from moving without first obtaining permission.
- (VII). If a departing vessel is delayed from casting off for more than 30 minutes, the original permission is deemed void. Reapplication for permission shall be done before casting off.

XXI. The Applicant shall comply with the “Regulations Governing the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Vessels”, including but not limited to the following:

- (I). Vessels entering the Port shall listen to the marine VHF channels 14 and 16, and report relevant messages to VTS.
  1. Report the estimated time of arrival (ETA) when the vessel is about 20 nautical miles to, or 2 hours before arriving in, the Port of Taichung.

2. Report ETA for the second time when the vessel is about 10 nautical miles to the Port of Taichung.
3. When the vessel is about 5 nautical miles off the south breakwater, it shall contact with VTS to confirm the Port arrival message and ascertain the status of vessels inbound/outbound the Port for safety concern.
4. All vessels shall apply to VTS for entering the Port before their entrance, and shall comply with relevant port inbound/outbound and navigation rules.

(II). Arrival procedures

1. Vessels that enter the Port of Taichung upon permission of VTS shall enter the Port in order and shall comply with relevant port inbound/outbound rules accordingly. The vessels shall enter the Port according to the following order:
  - (1) Passenger ships;
  - (2) Vessels waiting for the tide to enter the Port;
  - (3) Vessels whose operation speed is above 6 knots, and berthing at further part of the south inner breakwater.
  - (4) Vessels whose operation speed is above 6 knots;
  - (5) Vessels whose operation speed is below 6 knots;
  - (6) All types of towing vessels with restriction in their ability to manoeuvre (unpowered platforms and barges).
2. A vessel failing to arrive in the pilot boarding ground according to ETA will be arranged to the next round of entering the Port and shall follow the designated order. Where the vessel fails to arrive in the pilot boarding ground again, its order of entrance will be further postponed and so on. Where there are not many vessels waiting for entering the Port in specific time slot, a vessel that arrives first will enter the Port first.

(III). Departure procedures:

Vessels that desire to exit the Port shall apply to VTS before unmooring. Upon permission of VTS, the vessels shall then depart the Port according to the designated order. Where waiting is required, the vessels shall proceed to an appropriate waiting area (see the Attachment: Figures of waiting areas of channels) and await their turn. The vessels shall depart the Port according to the following order:

1. Passenger ships;
2. Vessels whose operation speed is above 6 knots;
3. Vessels whose operation speed is below 6 knots;
4. All types of towing vessels with restriction in their ability to manoeuvre (unpowered platforms and barges).

- (IV). During the traffic peak hours, VTS may suspend the arrival, departure and shifting-related works of offshore wind-turbine vessels, including all types of towing vessels and vessels whose operation speed is below 6 knots.
  - (V). If the weather and vessel operating conditions allow, offshore wind-turbine vessels may enter/exit the Port or shift within the Port at night upon the decision of the captain and pilot.
  - (VI). Upon evaluation of the Port traffic, weather, pilot's work schedule and capacity of on-duty tugs, VTS may increase, cancel or adjust the Port inbound/outbound order and shall not be bound by preceding subparagraphs (II) and (III) of this Article.
- XXII. The Applicant shall comply with the "Directions Governing Ship Mooring Operations of Taichung Port", including but not limited to the following:
- (I). A ship shall enter the Port, apply for a prior notice sheet, and commission related parties for harbor operations for berth application. After the berth is approved by VTS, it shall enter the Port in order, and the Company will specify the berthing position for the area designated by VTS.
  - (II). Berths shall be allocated according to "first come, first berth" and "one-stop berthing" policies; arbitrary change of berth is prohibited; during the rush period, the berthing priority and number of berthing ships shall be decided according to the needs of the public sector. However, the above conditions shall not be applicable in special and emergency circumstances.
- XXIII. The Applicant shall bear the responsibility of the ship's custody. If the ship is damaged due to typhoon, force majeure or other reasons not attributable to the leaser, the Company shall not be liable for any compensation.
- XXIV. For safety reason, it is strictly forbidden to leak oil, whistle, zigzag and rush in the berth, to sail in parallel, to surpass other ships, or to obstruct the navigation of other ships. A ship shall be liable for damages and legal liabilities if for damage to other ships or public facilities, or if the injury of personnel is caused by its deliberate or negligent navigation.

### **Chapter 5 Supplementary Provisions**

- XXV. The business tax is not included in the berth facility usage fees, punitive damages for breach of contract, etc., and shall be borne by the Applicant (attached).
- XXVI. The Applicant's use of shore water, shore power, fueling, onshore booms and other related services is calculated based on user charge (attached).
- XXVII. For business or port safety requirements, the Company may assign personnel to survey the Applicant's state of use or request the provision of related information. The Applicant shall comply with such measures.
- XXVIII. In the event of a dispute and litigation arising from the use of the facilities of the O&M Center, the Applicant agrees that the laws of the Republic of China shall be the governing law and that Taiwan Kaohsiung District Court shall serve as the court of first instance.
- XXIX. Matters not covered by these Guidelines shall be processed in accordance with the Commercial Port Law, the Guide to Taichung Port Entry, the Regulations Governing

the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Vessels, the Directions Governing Ship Mooring Operations of Taichung Port, and related regulations; they may also be interpreted or explained in the Company's official letters.

- XXX. The Guidelines (including the attached "Taichung Port Offshore Wind Power O&M Center Berth Facility Rate Table") shall be implemented after promulgation. Amendments must follow the same procedure.

TIPC Marine Corporation, Ltd. Offshore Wind Power O&amp;M Center

**Application Form for Usage of Berth**

<b>Facilities Applied for Use</b>	berth
<b>Number of berth applied</b>	
<b>Period for Use</b>	From _____ mm/dd/yyyy to _____ mm/dd/yyyy
<b>Total Amount of Usage Fee</b>	NT\$ _____
<b>Performance Bond</b>	NT\$ _____
<b>Facility Usage Fee each quarter</b>	NT\$ _____ /quarter
<b>Notes</b>	<p>1. Rates of fees are listed in NTD.</p> <p>2. The business tax and management fee are not included in the prices listed above; they are calculated separately.</p> <p>3. The ship specification sheet (Attachment 2), photocopies of institution or company registration certificates and proof of tax payment are required upon application.</p>

<p><b>The Applicant hereby applies for the use of the Company’s Offshore Wind Power Operations and Maintenance Center Berth Facilities and shall abide by the Company’s Berth Management Guidelines of Taichung Port Offshore Wind Power O&amp;M Center, “Guide to Taichung Port Entry”, “Regulations Governing the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Vessels”, “Directions Governing Ship Mooring Operations of Taichung Port”, and related controls and regulations. The Applicant agrees that any violations shall be processed in accordance with related regulations, and it shall file no objections to the implementation of the regulations.</b></p> <p><b>To TIPC Marine Corporation, Ltd.</b></p>	<p>Processing Agent</p>	<p>Review</p>
<p>Applicant: (Please apply seal)</p> <p>Person in Charge: (Signature and seal)</p> <p>Contact Person: (Signature and seal)</p> <p>Address:</p> <p>Telephone: Mobile Phone:</p> <p>mm/dd/yyyy</p>		
<p>Notes (review comments):</p>		

TIPC Marine Corporation, Ltd. Offshore Wind Power O&M Center

**Application Form for Temporary Berthing**

<b>Facilities Applied for Use</b>	berth
<b>Number of berth applied</b>	
<b>Period for Use</b>	From ____ mm/dd/yyyy ____ (hour) ____ (minute) to ____ mm/dd/yyyy ____ (hour) ____ (minute)
<b>Total Amount of Usage Fee</b>	NT\$_____
<b>Notes</b>	<p>1. Rates of fees are listed in NTD.</p> <p>2. The business tax and management fee are not included in the prices listed above; they are calculated separately.</p> <p>3. The minimum usage period for a berth is 4 hours. The period less than 4 hours shall be calculated as 4 hours. For a period exceeding 4 hours, the unit for calculation is 1 hour; the period less than 1 hour shall be calculated as 1 hour.</p> <p>4. The temporary berthing fee is based on the entry and exit time of the Taichung Port Vessel Traffic Service Center (VTS).</p> <p>5. The ship specification sheet (Attachment 2) is required upon application.</p>

<p><b>The Applicant hereby applies for the use of the Company’s Offshore Wind Power Operations and Maintenance Center Berth Facilities and shall abide by the Company’s Berth Management Guidelines of Taichung Port Offshore Wind Power O&amp;M Center, “Guide to Taichung Port Entry”, “Regulations Governing the Entry of and Traffic Control within Port of Taichung for Offshore Wind-Turbine Vessels”, “Directions Governing Ship Mooring Operations of Taichung Port”, and related controls and regulations. The Applicant agrees that any violations shall be processed in accordance with related regulations, and it shall file no objections to the implementation of the regulations.</b></p> <p><b>To TIPC Marine Corporation, Ltd.</b></p>	Processing Agent	Review
<p>Applicant: (Please apply seal)</p> <p>Person in Charge: (Signature and seal)</p> <p>Contact Person: (Signature and seal)</p> <p>Address:</p> <p>Telephone: Mobile Phone:</p> <p>mm/dd/yyyy</p>		
Notes (review comments):		

TIPC Marine Corporation, Ltd. Offshore Wind Power O&amp;M Center

**Ship Specification Sheet**

<b>Name of Ship</b>	
<b>Nationality</b>	
<b>Year of Construction</b>	
<b>Dimensions (length*width)</b>	
<b>Draft</b>	
<b>Gross Register Tonnage</b>	
<b>Classification</b>	
<b>Number of crew</b>	
<b>Number of Passengers</b>	
<b>Note</b>	The photocopy of the Certificate of Nationality is required upon application.

**Table of Summary on Operating Regulations Governing Vessels Entering and Exiting and Mooring/Berthing during Traffic Control in Typhoon at the Taichung Port**

Enacted as per TIPC Letter Gang-Zong-Qi-Zi No. 1016052104 on Nov. 28, 2012  
 Promulgated as per TIPC Branch Letter Zhong-Gang-Wu-Zi No. 1018112041 on Dec. 24, 2012  
 Approved for reference as per TIPC Letter Gang-Zong-Lao-Zi No. 1050050880 on Feb. 2, 2016  
 Amended as per TIPC Branch Letter Zhong-Gang-Wu-Zi No.1052050705 on Feb. 4, 2016  
 Amended as per TIPC Branch Letter Zhong-Gang-Wu-Zi No. 1062112258 on Sep. 21, 2017  
 Amended as per TIPC Branch Letter Zhong-Gang-Wu-Zi No. 1082112021 on Jan. 19, 2019

Typhoon scale	Typhoon path	Operating regulations	Note
Intense typhoon	When the Central Weather Bureau announces sea and land typhoon alerts, the critical area encompasses the Taichung area.	<p>I. The operating regulations have been enacted pursuant to Article 6 of the “Taiwan International Ports Corporation, Limited Typhoon Period Vessel Mooring/Berthing Operating Principle Guideline”.</p> <p>II. Control of vessels entering and exiting the harbor: When the Central Weather Bureau announces sea and land typhoon alerts which encompass the Taichung area, and the measured average wind (level) within 15 minutes reaches Beaufort 8 (with wind speed being at 17.2m/s ~ 20.7m/s) or stronger at the north breakwater, all vessels entering and exiting the Port may be temporarily suspended. The wind force (level) measured primarily according to the north breakwater, that by VTS is considered ancillary, and that by the Central Weather Bureau, Wuchi Weather Station is intended as a reference.</p> <p>III. Liquefied natural gas (LNG) vessels mooring and berthing operation in the Port of Taichung during the typhoon period:</p> <p>(I) Scheduled Port entry: Following the announcement of a land typhoon alert, which indicates that the typhoon might invade the Port in the next 12 hours, all LNG vessels entering the Port will be suspended.</p> <p>(II) When already tied up and berthed: Following the announcement of a sea typhoon alert, LNG vessels shall principally adopt fast unloading/loading, and upon completion of the unloading/loading work, shall swiftly exit the Port; following the announcement of a land typhoon alert, when the typhoon critical areas encompass the harbor, LNG vessels shall exit the Port for sheltering</p>	

		<p style="text-align: center;">against the wind within 4 hours.</p> <p>IV. Following the announcement of a land typhoon alert, and when the Central Weather Bureau forecasts the typhoon paths are likely to encompass the Port of Taichung area in the next 8 hours, vessels mandated to exit the Port for sheltering against the wind or to move the berth are as follows:</p> <ul style="list-style-type: none"> <li>(I) Passenger ships and vehicle carriers with a gross tonnage of more than 30,000 metric tons</li> <li>(II) All container ships</li> <li>(III) Idling (for its definition, please refer to footnote 1) bulk carrier with a gross tonnage of more than 25,000 metric tons</li> <li>(IV) Working vessels, fuel barges and the like moored at the Port's east/west diaphragm walls and the west docks shall all coordinate the branch company's instructions to move and berth at other docks.</li> <li>(V) Dangerous goods carrier (including tankers, chemical goods carrier and the like): <ul style="list-style-type: none"> <li>1. Idling dangerous goods carriers shall also exit the Port for sheltering against the wind. When claiming not idling so as to refuse to exit the Port, a ship owner shall supply ship-carrying cargo certification document in accordance with Paragraph 3. Those who are subject to Paragraph 2 shall exit the Port for typhoon sheltering.</li> <li>2. Non-idle dangerous goods carriers with a gross tonnage of more than 5,000 metric tons shall exit the Port for sheltering against the wind.</li> <li>3. Non-idle dangerous goods carriers with a gross tonnage of 5,000 metric tons or less shall declare the filing as per the following regulations, if not exiting the Port: <ul style="list-style-type: none"> <li>(1) If mooring at the communal docks, the ship captain or the agent is to sign the affidavit (as depicted in the appendage), attesting willingness to linger in the Port area for wind sheltering. He/she is also to perform pollution prevention and step up mooring lines and related typhoon prevention safety measures in accordance with the Commercial Port Law and the</li> </ul> </li> </ul> </li> </ul>	
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		<p>Regulations on Port Services at Commercial Ports, in order to be eligible to linger in the Port for wind sheltering. Any accidental disaster occurring during the harbor lingering period that inflicts damage on the branch company or a third party, the ship owner is to assume the damage compensatory liability;</p> <p>(2) When mooring at dedicated docks, the dock leasing company's consent shall first be obtained, and an affidavit shall also be issued as stipulated under paragraph (1), in order for a ship to be eligible to linger in the Port for wind sheltering. Any accidental disaster occurring during the Port lingering period that inflicts damage on the branch company or a third party, the ship owner and the exclusive dock leasing company are to assume the damage compensatory liability. However, when the branch company coordinates and assigns the berths, the ship owner is to assume the damage compensatory liability.</p> <p>V. All ships having arrived at the Port area's perimeters but not entered the Port shall exit the harbor to seek shelter against the wind.</p> <p>VI. Matters not explicitly stated in the operating regulations may be timely reviewed and amended.</p>	
Moderate typhoon	Same as the above	Same as the above	
Minor typhoon	Same as the above	Same as the above	

**Footnotes:**

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

- I. Ships destined to the Port as the unloading port are deemed as idle load upon unloading the cargo.
- II. Upon compiling the vessel information to present to the harbor master for reference and weighing, VTS shall determine the harbor exit schedule for passenger ships, vehicle carriers, bulk carriers, container ships, idling dangerous goods carriers (including tankers and chemical goods carriers) to shelter against the wind; it shall also notify by phone or fax the harbor exit schedule for sheltering against the wind.
- III. Of vessels mooring at the harbor's docks, the stepped-up cable tying operating baseline is defined as follows: For ships with a gross tonnage of 10,000 metric tons or less, there shall at least be 5 mooring lines (including the back spring) each at the bow and stern;

For ships with a gross tonnage of over 10,000 metric tons or more, there shall be at least 7 mooring lines (including the back spring) each at the bow and stern.

- IV. To maintain the harbor safety, priority shall be given to vessels with high freeboard susceptible to larger wind surface impact as the vessels mandated to exit the Port for sheltering against the wind.
- V. Of vessels not mandated to exit the Port for sheltering against the wind, if the onsite judgment or signs indicate certain hazards, the branch company may request said vessels to exit the Port for sheltering against the wind.
- VI. Vessels permitted to linger within the Port area are still urged to stringently inspect the ship conditions, cargo loading and related situations, and where deemed necessary, are best to exit the Port for sheltering against the wind as early as possible. If determined to linger in the Port, they shall declare the filing as per typhoon prevention operating regulations, and step up the mooring lines and various typhoon-prevention, wind-resistance works; if determined to exit the Port for sheltering against the wind, they shall be prepared as soon as possible, and need to exit the Port at the specified schedule.
- VII. Of the daytime or nighttime visibility, when VTS cannot see the south inner breakwater lighthouse or the lighthouse's light-emitting point (with the two locations separated by a distance of approximately 740 meters), all works concerning vessel entering and exiting navigation shall be temporarily suspended.
- VIII. Upon implementing a temporarily suspension work on vessels entering and exiting the Port, and when the typhoon storm perimeters leave the harbor area, along with the 15-minute average wind to be lower than the control baseline figure (level-8 wind) and lasts for 2 hours, the Port entering and exiting operation may resume.

**Affidavit for Voluntary Linger in the Harbor for Vessels  
that Are Supposed to Exit the Port During a Typhoon**

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

Vessel number: \_\_\_\_\_ Vessel type: \_\_\_\_\_

Vessel name: \_\_\_\_\_ Vessel call sign: \_\_\_\_\_

Gross tonnage: \_\_\_\_\_ Vessel length (meter): \_\_\_\_\_

Mooring dock: \_\_\_\_\_

In accordance with your branch company’s relevant typhoon presentation regulations, and as the ship owner voluntarily desires to linger in the Port area for typhoon protection and wind sheltering, the Company has verified and also guaranteed that during the harbor wind-sheltering period, said vessel would adhere to the Commercial Port Law and the Regulations on Port Services at Commercial Ports and related regulations, to perform pollution prevention and step up mooring lines and related typhoon prevention safety measures. In the wake of cable rupturing, collision or other accidental incidents to inflict damage on your branch company and a third party (including but not limited to facility damage, operating loss, litigation expenditure and so on), the Company is willing to assume absolute compensatory liability.

The Company hereby specifically attests that the Company consents to have any dispute arisen from the affidavit processed as per relevant laws prevailing in the Republic of China, and heeds to the Taiwan Taichung District Court as the judicial court for the initial trial.

The affidavit is hereby presented to,

Port of Taichung, Taiwan International Ports Corporation, Limited

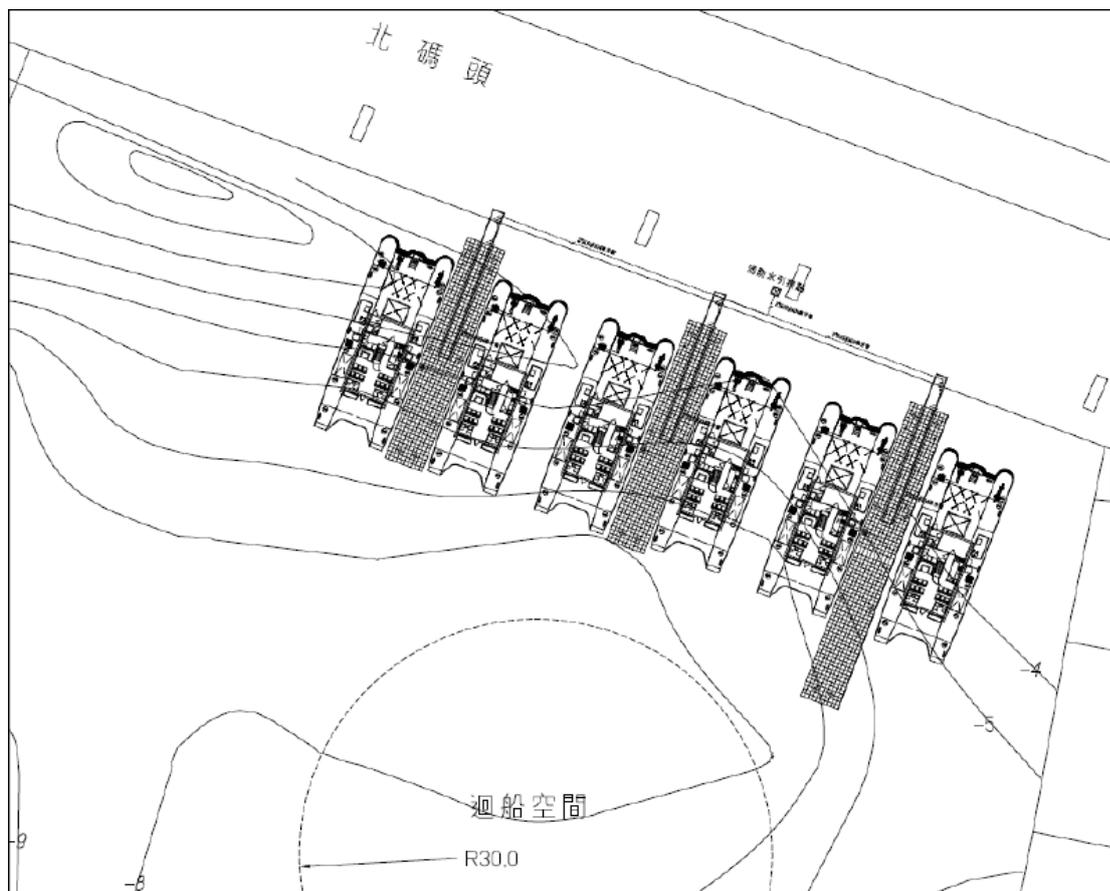
Affiant (signature and seal):

Address:

Telephone:

Entered on \_\_\_\_\_ mm/dd/yyyy.

➤ Berth location at Offshore Wind Power O&M Center



Waiting Areas of Channels



Figure 1. North-south channel waiting area (ships at industrial port area and southern berth)

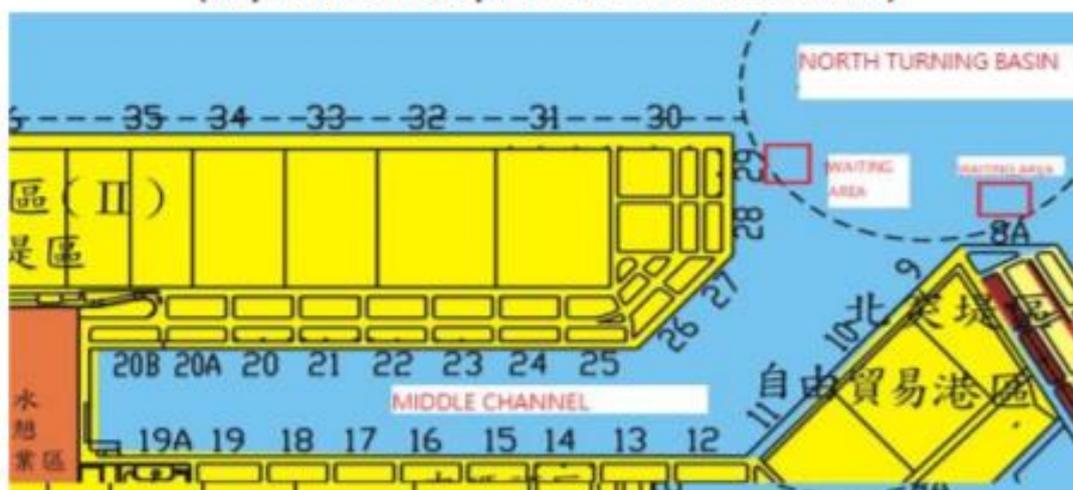


Figure 2. Middle channel waiting area



Figure 3. North channel waiting area

**Taichung Port Offshore Wind Power O&M Center Berth Facility Rate Table**

Item No.	Item	Rate	Description
I	Berth Usage Fee	<b>NT\$381,250/month each berth</b>	<ol style="list-style-type: none"> <li>The fee is for berth usage only (only for ships with a length of 26 meters and a width of 9.8 meters or less; for ships larger than the dimensions mentioned above, the price of the berth fee shall be negotiated).</li> <li>The business tax and management fee are not included in the prices listed.</li> </ol>
II	Temporary Berthing Fee	<b>NT\$12,000/unit</b>	<ol style="list-style-type: none"> <li>The unit for calculation is 4 hours. The period less than 4 hours shall be calculated as 4 hours. For period exceeding 4 hours, the price will be NT\$4,500 for each hour. The period less than 1 hour shall be calculated as 1 hour.</li> <li>The fee is for berth usage only.</li> <li>The business tax and management fee are not included in the prices listed.</li> </ol>
III	Onshore Water Fee	<b>NT\$45/ton</b>	<ol style="list-style-type: none"> <li>Based on user charge.</li> <li>Basic fee is NT\$100 (within 2 tons). When water used exceeds 2 tons, an additional NT\$45 per ton is required. When water used is less than 1 ton, it shall be calculated as 1 ton.</li> <li>The business tax is not included.</li> </ol>
IV	Onshore Electricity Fee	<b>NT\$12/ kWh</b>	<ol style="list-style-type: none"> <li>Based on user charge.</li> <li>Parts less than 1 kWh shall be deemed as 1 kWh.</li> <li>110V and 220V voltages are provided. Other voltages can be arranged separately.</li> <li>The business tax is not included.</li> </ol>
V	Performance Bond	<b>10% of total berth facility usage fees</b>	The applicant is required to pay 10% of the total usage fees as performance bond when applying for berth facility.

Note: Paid items not listed in the Rate Table shall be determined in discussions with the operator separately.