

Number: 496/QĐ-CHHVN

*Hanoi, April 14, 2023*

## DECISION

**Approving the plan to ensure maritime safety for LNG cargo ships with a tonnage of over 60,000 DWT to 100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf, Ba Ria - Vung Tau province**

### DIRECTOR OF VIETNAM MARITIME ADMINISTRATION

Pursuant to Decision No. 319/QĐ-BGTVT dated 27/3/2023 of the Minister of Transport v3/4n to regulate the wishes, tasks, powers and organizational structure of the Vietnam Maritime Corporation;

Official Letter No. 7684/BGTVT-KHDT dated 06/8/2020 of the Ministry of Transport v3/4n on the acceptance of the policy of Petec Cai Mep Petroleum Terminal to exploit LNG;

Official Letter No. 7113/BGTVT-KHDT dated July 15, 2022 of the Ministry of Transport v3/4n on the policy of upgrading Petec Cai Mep Petroleum Terminal to receive LNG ships of up to 100,000 DWT;

Pursuant to Official Letter No. 65/TB-BCT dated April 10, 2023 of the Ministry of Industry and Trade on the announcement of the results of the inspection of the acceptance of the completion of the works;

Pursuant to the Decision No. 370/QĐ-CHHVN dated 14/5/2012 of the Vietnam Maritime Authority on the inclusion of Petec Cai Mep Petroleum Wharf of 3/4t Technical Trading and Investment Corporation (Petec) into the project and Decision No. 801/QĐ-CHHVN dated 04/6/2020 of the Vietnam Maritime Authority on the adjustment of Decision No. 370/QĐ-CHHVN dated 14/5/2012 of the Vietnam Maritime Authority on public affairs father opened Petec Cai Mep Petroleum Port;

Considering Document No. 120/KVT-KCTV dated 13/02/2023 of Vung Tau Gas Processing Company on the appraisal and approval of the Maritime Safety Assurance Plan in the reception of 3/4n LNG ships with a tonnage of 100,000 DWT;

Official Letter No. 482/CVHHVT-ATANHH dated 28/02/2023 of Vung Tau Maritime Port on participating in opinions on the Plan to ensure maritime safety for LNG ships of up to 100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf;

Considering Document No. 196/KVT-KCTV dated 06/3/2023 of the Gas Processing Company

Vung Tau on approving the Plan to ensure maritime safety in receiving 3/4n LNG ships;

At the request of the Head of the Maritime Safety and Security Division.

## DECISION:

**Article 1.** Approving the plan to ensure maritime safety for LNG cargo ships with a tonnage of over 60,000 DWT to 100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf, Ba Ria – Vung Tau province (attached to this Decision).

### Article 2.

1. Vung Tau Maritime Port Authority is responsible for organizing the implementation of the Plan to ensure maritime safety for LNG cargo ships with a tonnage of over 60,000 DWT to 100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf, Ba Ria – Vung Tau province to ensure maritime safety, maritime security and environmental protection.

2. Vung Tau Gas Processing Company, ship owners, relevant organizations and individuals are responsible for organizing the implementation of the Plan to ensure maritime safety for LNG cargo ships with a tonnage of over 60,000 DWT to 100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf, Ba Ria – Vung Tau province and relevant provisions of law.

**Article 3.** This Decision takes effect from the date of signing.

**Article 4.** The Chief of Office, relevant heads of departments of the Vietnam Maritime Administration, the Director of Vung Tau Maritime Port Authority, the Director of Vung Tau Gas Processing Company and the heads of relevant units shall base themselves on the implementation decision./.

*Place:*  *nh3/4n:*

- As in Article 4;
- Director (to b/c);
- Vung Tau Gas Processing Company2;
- Department of Planning and Planning;
- Save: VT, ATANHH5.

**KT. DEPUTY  
DIRECTOR OF  
THE  
DEPARTMENT**



**Nguyen Hoang**

## **APPENDIX**

With enclosed decision No.46/QD-CHHVN on March 14, 2026 of Viet Nam Maritime Administration

### **ENSURING MARITIME SAFETY PLAN FOR LNG CARGO SHIPS WITH A TONNAGE OF OVER 60,000 DWT TO 100,000 DWT ENTERING AND LEAVING PETEC CAI MEP PETROLEUM PORT, BA RIA - VUNG TAU PROVINCE**

#### **1. Regarding the subjects of application of the Plan**

This option applies to LNG cargo ships with a tonnage of over 60,000 DWT to 100,000 DWT (maximum length LOA = 300 m, maximum width B = 50 m, maximum draft T = 13.6 m) entering and leaving Petec Cai Mep Petroleum Port, Ba Ria - Vung Tau province.

#### **2. Conditions for application**

##### **2.1. Hydrometeorology**

- Flow:

- From Buoy No. "0" to Buoy "15", Vung Tau – Thi Vai fairway: The ship travels with a flow speed of < 2.5 knots.
- From Buoy "15" to the upstream of Vung Tau – Thi Vai fairway and at the area of turning, docking and departing from the wharf: The ship travels with a flow speed of < 1.5 knots.

- Wind: Cruise ships on the channel, in the area of turning, docking and leaving the wharf: wind speed < level V (according to the Beaufort Wind Scale: The wind is quite strong, the wind speed is 8.0 m/s - 10.7 m/s).

In case of level V winds, before the ship returns to the pilot's pick-up and disembarkation position or before the ship leaves the port, the captain/ship owner and the pilot must coordinate in calculating and agreeing on the appropriate time of bringing the ship into and leaving the port (taking advantage of the time when the water stands or the light current) so that the combined impact of the wind and the actual flow on board the ship is not greater than the combined impact of wind and currents according to the above regulations.

- Good visibility.

- When there is a storm wind of level VIII or higher ( $v > 18.0\text{m/s}$ ), all ships must leave the wharf to find a safe place to anchor.

## **2.2. Cruise time for the day train**

The ship travels during the day (from 06:00 to 18:00 daily).

## **2.3. Pilot's legs**

The pilot's foot is at least equal to 10% of the ship's draft and not less than 1.0m.

## **2.4. Cruise ship speed on fairway**

Except in the case of maneuvering to avoid an immediate risk of collision, if permitted by technical conditions and without other regulations, ships must sail at a safe speed not exceeding the speed specified in the Internal Regulations of Vung Tau Seaport.

## **2.5. Capacity and number of supporting tugboats**

- Use at least 04 Azimuth tugboats, minimum capacity of each tugboat 4,000 HP.
- Tie the towing of the tugboat, ready to support LNG cargo ships from the pair of buoys "21, 22" to the port and vice versa.

## **2.6. Speed and angle of vessel c3/4p bridge**

- The speed of approaching the bridge  $< 0.15\text{ m/s}$  (upstream).
- The approach angle of the bridge  $< 60^\circ$ .

## **2.7. Navigator**

- When the ship enters or leaves the port without turning around: Arrange a superior pilot with a lot of experience in the task of guiding the ship and a pilot in the task of assisting the pilot in guiding the ship.
- When the ship enters and leaves the port, it will return to the turning basin, arrange a superior pilot with a lot of experience to guide the ship and a special pilot to assist the pilot in guiding the ship.
- Priority is given to the selection of pilots to lead ships who have participated in the practice of simulating the navigation of LNG cargo ships.

## **2.8. Return Location**

The ship turns at the turning basin at the junction of the Go Gia - Thi Vai river or the turning basin in front of the waterfront of Ba Son Shipyard.

## **2.9. Ship mooring c3/4p bridge**

Use at least 18 wires (07 longitudinal wires, 07 vertical steering wires and 04 cross-bow and steering wires) to anchor the ship.

## **2.10. Ways to guard and clear the channel**

- Arrange 01 canoe with high speed and maneuverability to guard and clear the channel from the area of Buoy No. "5" Vung Tau - Thi Vai fairway to the port/turning basin and vice versa (with the participation of Vung Tau Maritime Port Authority).

- Upon request from the shipowner/cargo owner, the captain and the pilot leading the LNG cargo ship agreed to arrange 01 Azimuth tugboat to escort and be ready to support the LNG cargo ship to travel from Buoy "0" to the port and vice versa.

- Arrange 01 Azimuth tugboat (with FiFi1 level fire extinguishing system) on duty during the time the ship is carrying goods at the port as follows:

- To be vigilant, not to allow vessels that are not on duty to approach the waters of the port.
- Coordinate in exchanging information with VTS stations, pilots guide ships through port areas to keep safe speed and distance.
- Be vigilant not to use heat sources in the form of open fires.
- Coordinate and support in fire prevention and fighting.

### **3. Responsibilities of stakeholders**

#### **3.1. Vung Tau Maritime Port Authority**

- Assume the prime responsibility for, and coordinate with relevant agencies and units in, implementing the Plan after it is approved and Petec Cai Mep Petroleum Wharf is allowed to receive ships by competent agencies.

- Disseminate the contents of this maritime safety assurance plan to ship owners and relevant units.

- Maintain 24h/24h duty during the day, coordinate with VTS stations of the Ho Chi Minh City Maritime Authority and related parties to regulate means of navigation on the channel to keep a safe distance and speed for LNG cargo ships; monitor, supervise, guide and warn the safety of vessels entering and leaving ports.

- To assume the prime responsibility for, and coordinate with functional agencies in, drastically implementing measures to disseminate and propagate the maritime law, enforce and establish the order of operation of inland waterway vessels, fishing vessels and seafood in seaport waters in accordance with regulations.

- Be ready to promptly implement plans to respond to and direct the remedy of maritime accidents and incidents occurring on the channel under the direction of functional agencies and assigned tasks.

- Carefully study the plan to ensure maritime safety for LNG cargo ships with a tonnage of over 60,000 DWT to 100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf, Ba Ria – Vung Tau province prepared by Maritime Construction Consulting Joint Stock Company for implementation; in the process of implementing and implementing the Plan, promptly detect and report to the Vietnam Maritime Administration inappropriate contents to be considered and adjusted accordingly.

- Perform other assigned tasks.

#### **3.2. Port Authority of Ho Chi Minh City and Dong Nai**

- Coordinate with the Vung Tau Maritime Port Authority in making plans for the dispatch of maritime ships.

- The Port Authority of Ho Chi Minh City directs VTS stations to closely coordinate with the Vung Tau Maritime Port Authority and related enterprises to regulate the vessels traveling on the channel to keep the safe distance and speed for LNG cargo ships, support the supervision and safety recommendations and warnings during the process of LNG cargo ships turning, entering and leaving ports; To ensure the maintenance of VTS duty 24/7, the VTS duty log must be fully recorded.

- Perform other assigned tasks.

### **3.3. Vung Tau Shipping and Service Joint Stock Company (Vung Tau Pilot Factory)**

- Arrange pilots as required in Section 2.7 above.

- Closely coordinate with stakeholders in planning daily ship navigation to ensure safety; absolutely do not allow other ships to be led into the area where LNG cargo ships with a tonnage of over 100,000 DWT are turning around.

- Direct pilots to guide ships with large tonnage to keep a safe distance and speed from LNG cargo ships when guiding ships on the channel, through the Petec Cai Mep Petroleum Wharf area (safe distance when ships pass through the Petec Cai Mep Petroleum Wharf area: 215 m from the wharf route to the nearest ship's side).

- Direct, inspect and supervise the pilot leading the ship to fully perform the responsibilities and obligations of the maritime pilot in accordance with current regulations, in which it is noted:

- Based on the assigned plan, the pilot shall guide the ship to study the hydro-meteorological conditions and relevant factors at the time of expected docking or leaving the bridge in order to prepare the plan for ship maneuvering.
- Regularly update fairway navigation notices to guide ships to avoid shallow strips and navigate safely.
- Advise the captain on the plan to maneuver ships on the channel, comply with the provisions of this Plan.
- Observe the meteorological and hydrological conditions when boarding the ship, if detecting parameters of flow speed and wind speed exceeding the limits specified in the Plan or other risks affecting the safety of the ship, the ship shall not be allowed to enter temporarily. leave the port, immediately notify the Vung Tau Maritime Port Authority and follow the instructions.

- Area, proactively contact the pilot to guide ships with large tonnage to warn and request the pilot to guide the ship to keep a safe distance when guiding the ship through the Petec Cai Mep Petroleum Wharf area (215m from the wharf route to the nearest ship's side).

- Establish safe waters for LNG cargo ships during the ship

- Disembarkation at the area about 2 nautical miles south of the position of Buoy "0" to have enough time to observe the actual impacts of the wind and flow on board the ship to adjust the ship to sail straight in the direction of entering the channel.
- Requirements for arrangement of tugboats (number and capacity of tugboats, etc.) for each ship according to the conditions for entering and leaving the port and not lower than the regulations on tugboats according to the contents of this Plan.
- Actively communicate with pilots guiding other large ships on the channel, ensuring that LNG cargo ships are limited to avoiding each other with ships with a length of LOA >180m in the area of buoy pairing No. "17 – 19" and the channel diversion area when the ship is cruising on the channel.

- Perform other tasks at the request of Vung Tau Maritime Port Authority and authorities.

#### **3.4. Region I Maritime Pilotage Company Limited and Tan Cang Pilotage Company Limited**

- Closely coordinate with Vung Tau Shipping and Service Joint Stock Company (Vung Tau Pilot Enterprise) in making a plan to guide ships daily to ensure safety.

- Direct pilots under their management: closely coordinate with pilots of Vung Tau Shipping and Service Joint Stock Company (Vung Tau Pilotage Enterprise) when guiding ships on the channel, absolutely limit guiding ships with LOA length >180 m overtaking or avoiding each other with LNG cargo ships in the area of buoy pair No. "17 – 19" and the area of channel diversion or guiding other ships into the turning area when the ship is turning; keep a safe distance and safe speed from LNG cargo ships when guiding ships on the channel, through the Petec Cai Mep Petroleum Wharf area (safe distance when ships pass through the Petec Cai Mep Petroleum Wharf area: 215m from the wharf route to the nearest ship's side).

#### **3.5. Vung Tau Gas Processing Company**

- Disseminate the contents of this maritime safety assurance plan to ship owners, captains, tugboats and related parties.

- Arrange human resources with appropriate expertise to be permanent on the wharf during the process of LNG cargo ships carrying goods at the wharf, regularly contact and update information with VTS Station about the situation of exploitation at the wharf, the itinerary plan of ships with large tonnage through the Petec Cai Mep Petroleum Wharf

#### **3.6. Ship owner**

- Ensure the conditions of maritime safety, maritime security, maritime labor conditions and prevention of environmental pollution as prescribed before allowing ships into the waters of Ba Ria - Vung Tau seaport.

- Disseminating to captains of LNG cargo ships entering and leaving Petec Cai Mep Petroleum Wharf, tugboat owners shall strictly implement relevant regulations stated in the approved Maritime Safety Assurance Plan.

- Mooring at the port (the range of the established waters from the outer edge of the ship to the fairway edge); coordinate with ship owners in arranging tugboats, guards, clearing channels, and vehicles on duty to protect the safety zone during the time LNG cargo ships cruise on the channel, return and anchor at wharves as required by this Plan.

- Arrange export/import equipment, shore cranes to a safe location; arrange skilled rope workers and ensure that the bridge is empty, without any watercraft present in the waters of the port when ships enter and leave the port.

- Implement the contents as required by the Ministry of Industry and Trade in Official Letter No. 65/TB-BCT dated April 10, 2023 on the announcement of the results of the inspection and acceptance of the completion of work items.

- In the process of exploitation and reception of ships: organize regular monitoring of wharf displacement (in case of necessity, automatic monitoring systems must be arranged); regularly check the operating condition of the mooring flanges and ship rest cushions, repair or replace them immediately when they are damaged to protect the wharf structure when the ship is moored for cargo; organize the monitoring of wharf structures to promptly detect cracks and damage on floor bridges, beams, piles, etc. (if any), in case the reefs show signs of development, it is necessary to suspend the exploitation.

- Take responsibility for the durability, stability and safety of wharves and ships during operation.

- Equip equipment to measure the wind speed, wind direction, and docking speed of ships to ensure that the wind speed and docking speed of ships with tonnage greater than the design do not exceed the limits as prescribed before April 30, 2024 (at the request of the Ministry of Transport in Official Letter No. 4332/BGTVT-KCHT dated April 24, 2018 on bridges, the port receiving the ship with a tonnage larger than the design).

### **3.7. Towing Company**

- Tugboats ensure to provide a sufficient number and capacity of tugboats in accordance with the safety assurance plan and tugboats are always in good technical condition, full crew, in accordance with regulations, and ready to maneuver.

- Comply with other requests of competent authorities.

- Fully update information and data on navigational channels, anchorage areas, turning basins, hydrometeorological conditions in the area, safety requirements, etc. provided by the Vung Tau Port Authority, the Southern Maritime Safety Assurance Corporation, and the pilotage unit and promptly notified and provided to the captain for research and update before the ship arrives at the pilot's pick-up and drop-off area.

- Meet the requirements for arranging the number and capacity of tugboats and types of tugboats as required by this plan.

- Meet the requirements for arranging means of vigilance support, channel clearance, and vehicles on duty to protect the safety zone during the time the LNG cargo

ship is cruising on the channel, returning and anchoring at the wharf as required by this Plan.

- Sign contracts in principle with units that have means and forces providing rescue services suitable to types of maritime accidents and incidents in order to be ready to respond promptly when maritime accidents and incidents occur.
- Comply with other requests of competent authorities.

#### **4. Measures to respond to and handle incidents and maritime accidents related to LNG cargo ships with a tonnage of up to 100.00 DWT in seaport waters**

##### **4.1. Responsibilities of Vung Tau Maritime Port Authority**

- Organize and maintain a 24-hour/24-hour duty team during the day to promptly detect or receive information on maritime accidents.
- Regularly summarize and update the list and information on vehicles and forces that can participate in rescue and rescue activities to be ready to mobilize when necessary.
- Immediately after detecting or receiving information about maritime accidents and incidents occurring for LNG cargo ships with a tonnage of up to 100,000 DWT in seaport waters, the responsibility for managing, promptly verifying, sending experienced officers to the scene to inspect and coordinate with the captain, ship owners, relevant agencies and units shall organize the handling and remedy of maritime incidents and accidents.
- When there is an accident or incident that blocks or obstructs the navigational channel, assume the prime responsibility for, and coordinate with relevant agencies and units in, regulating traffic on the channel to ensure maritime safety, maritime security and prevention of environmental pollution as prescribed.
- In case a ship encounters a maritime accident or incident but the ship owner or captain fails to take the initiative or fail to promptly formulate and implement a response and remedy plan, promptly report to the Vietnam Maritime Administration and coordinate with relevant agencies and units in studying and developing a response plan. Appropriate remediation and submission to the Vietnam Maritime Administration or the People's Committee of Ba Ria - Vung Tau province consider and approve as a basis for implementation.
- Perform the work of synthesizing, reporting and implementing the direction of the authorities according to regulations.

##### **4.2. Responsibilities of the Port Authority of Ho Chi Minh City**

Direct VTS stations to coordinate with Vung Tau Maritime Port Authority in coordinating maritime traffic activities in the area when maritime incidents and accidents occur in the waters of seaports in Ba Ria - Vung Tau province.

##### **4.3. Vung Tau Gas Processing Company**

Coordinate with ship owners, captains and related units to develop plans to respond to accident situations and maritime incidents for LNG cargo ships with a tonnage of up to

100,000 DWT entering and leaving Petec Cai Mep Petroleum Wharf, Ba Ria - Vung Tau province to proactively respond when necessary.

#### **4.4. Responsibility of ship owners**

- Develop a plan to respond to maritime accidents and incidents occurring for LNG cargo ships with a tonnage of up to 100,000 DWT in and out of Petec Cai Mep Petroleum Wharf, Ba Ria - Vung Tau province and submit it to the Vung Tau Maritime Port Authority.

- Promptly organize the effective implementation of measures to respond to and handle incidents and maritime accidents related to LNG cargo ships in seaport waters according to the developed plan (the plan has c3/4p nh3/4t, amended and supplemented depending on the case, actual situation and conditions), report as prescribed.

- Implement other directions of competent authorities.

#### **4.5. Responsibilities of relevant agencies and units**

Based on their functions and tasks, proactively coordinate with the Vung Tau Port Authority and relevant agencies in organizing the handling and remedy of maritime incidents and accidents as prescribed.