

ANNEX A-2

SPECIFICS OF STANDBY VESSELS FOR MANAGEMENT OF THE SAFETY ZONE AND MARINE CONTROL ZONE

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Specifics of Standby Vessels for Management of the Safety Zone and Marine Control Zone

Standby Vessel (SBV) Specific Crew Training

- All crew to receive in-house security training for general awareness of The International Ship and Port Facility Security (ISPS). Site induction training with respect to gas and LNG operations on site.
- Masters and senior officers of the SBV are expected to undertake in-house emergency response training on the role of the emergency departures, typhoon departures and unauthorised vessel diversions.

Standby Vessel (SBV) specialist equipment (in addition to Radar & Electronic Chart Display and Information System (ECDIS)).

- Real time closed-circuit television (CCTV) with thermal imaging and night vision functionality with live feed to shore control centre.
- Digital secure radio communications system compatible with Jetty system for incident management.
- Controllable search lights, fore and aft.
- Mobile Hand phone (intrinsically safe) with spare battery and charger.
- Night vision binoculars/monocular.
- Voyage Data Recorder (VDR) as a means of recording and storing all appropriate data (radar, ECDIS, video, AIS, VHF etc.) particularly radar signals with respect to unauthorised vessels and infringements into the Marine Park which form part of the additional monitoring.

Standby Vessel (SBV) monitoring procedures

- Monitoring/surveillance of the approaches to the Marine Control Zone.
- Visual lookout from the bridge of the Standby Vessel
- Monitoring of marine VHF channels
- Patrolling of Marine Control Zone and Safety Zone round-the-clock throughout the year.
- Collaboration with VTC (MD), HKPF and other authorised agencies in the event of an incursion, under direction of the Jetty Lead/FSRU Vessel Master as per requirements of the Port Facility Security Plan (PFSP).
- Escort of authorised vessels from 500m Marine Control Zone to LNG Terminal.
- Performing initial security sweep of underside of LNG Terminal prior to FSRU Vessel returning to the Jetty following an evacuation event.
- Coordinate and participate in routine security drills and exercises drills (both internal and multi-Agency).
- Incident command location for any security related events, exercises and drills (both internal and multi-Agency), subject to direction of MD and law enforcement authorities.

Standby Vessel – Technical Specification

SBV	
Trading Area	Sea Going
Installed Power (kW)	7100 - 7500
Min. Bolland Pull Ahead (Tonnes)	95
Proposed Model	RAstar 4200-DF
LOA (m)	42
GRT	~1200
Fi-Fi 1	Y
Dual Fuel (MGO / LNG)	Y
Rescue Boat	Y
Clear Deck Space (m ²)	100
Stern Tow Winch	Y
Treatment Room	Y
Oil Boom Carriage	200m inflatable
Flag Registry	HK
Compulsory ISM	Y
Compulsory ILO MLC 2006	Y
Compulsory ISPS	Y

