LNG Carrier Transit

NEW SHIP VISITS TO THE PORT OF COOS BAY

LNG Carriers (LNGC) will safely transit the Port Channel of Coos Bay and berth at the LNG terminal loading berth. Approximately one carrier will visit the facility every three days once the terminal is operational. The Port of Coos Bay is more than capable of accommodating the new proposed carrier visits without creating extensive delays to other vessels.

As recently as the late 1980s, the Port of Coos Bay routinely handled about 350 deep draft ships per year. Currently, fewer than 50 vessels per year call at the Port.

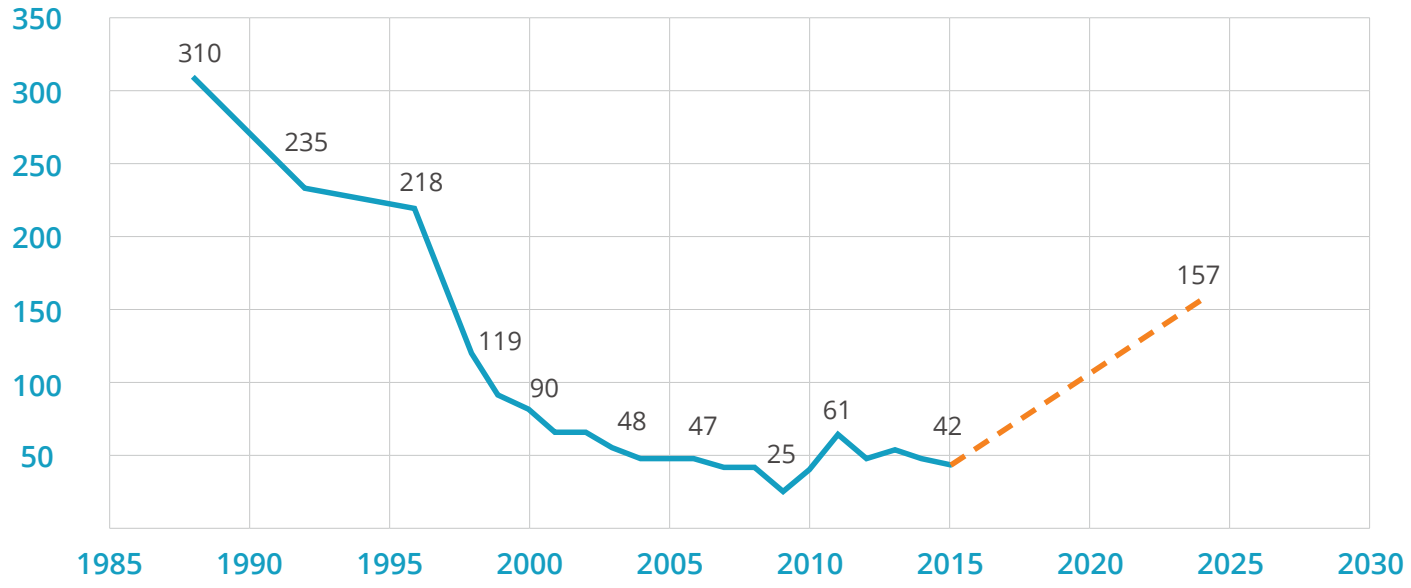
Each LNGC visit will be scheduled with the United States Coast Guard (USCG) to minimize impacts to other waterway users.

NEW MONITORING SYSTEM WILL PROVIDE VALUABLE INFORMATION TO THE PUBLIC

The Project will fund the development and implementation of a Vessel Traffic Information System (VTIS) in the Port of Coos Bay, which does not exist today. The System will have the ability to directly monitor all marine traffic in the Port in real time. The VTIS has the capability to share the operational picture with pilots onboard the LNG Carrier, the USCG and local authorities to ensure a safe operating environment for all Port users.

As a subset of the VTIS, the Project will support the installation of three buoys to provide for the collection of currents, tides, and meteorological data. The buoys will transmit the information in real time to NOAA, who will make it available to the public. This information can be utilized by commercial and recreational boaters, the Port Authority, and the pilots in Coos Bay to support safer marine operations and activities in the Bay.

Number of Deep Draft Vessels in Coos Bay Since 1985



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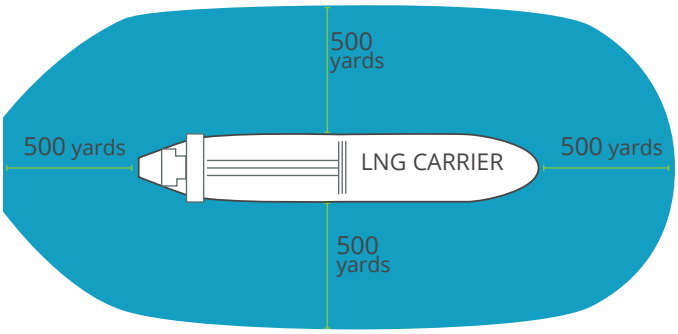
VESSEL TRIPS DESIGNED FOR SAFETY

The United States Coast Guard (USCG) will oversee and control the safe movement of all LNG Carriers entering the Port and calling at the terminal. To ensure the safety of all Port users, the USCG has required a security zone of 500 yards ahead and to each side of the carrier during transit. This security zone is not an exclusionary zone through which no vessel will be permitted to pass, but one through which the USCG controls entry and passage of other vessels.

All LNG Carriers will be piloted by a state-licensed pilot and actively escorted throughout the transit by at least three tractor tugs specifically designed for this service.

In development of the ship entry process, the project has so far undertaken over 150 simulated LNG Carrier transits in a state-of-the-art vessel mission simulator located at the California Maritime Academy in Vallejo, CA using experienced LNG ship pilots and captains from other US ports. Additional simulated carrier transits will be performed as the Project moves forward.

The terminal will operate under a comprehensive Facility Security Plan (FSP) reviewed and approved by the USCG that includes procedures to protect the facility.



Security Zones

Example of moving surity zone by the US Coast Guard


LNG carrier at sea

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