



The Customer's First Choice



Contents

What We Do and Where

www.stsmarinesolutions.com

STS Marine Solutions is an established ship-to-ship transfer company of crude and, refined products including LPG and LNG. The company operates at 21 global locations with over 40 years of combined experience.

It is through the dedication of our team we have become the Customers First choice service provider, this isnt just for spot STS operations but also for large scale projects involving large scale LNG transshipments, LNG Terminal management and Oil Terminal projects involving an STS element.

Responsive, Reliable and Cost Effective

STS Marine Solutions believes in building long-term, mutually beneficial relationships with its customers founded on total dependability and technical know-how.

Oil and gas companies and tanker owners rely on our team of specialist supervisors and mooring masters. These are backed by state of the art new series of ships with unique design features for critical support during crude oil, oil products, LPG and LNG shipment and transfer.

Total Capacity, Total Compliance

Customer Benefits

- Complete project assurance - more than 40 years' transfer experience
- Unmatched experience in project planning and execution
- Outstanding safety and environmental track record
- Operational experience provides timely and cost-effective solutions

F – First (Choice, Class, Positive Change and Technology)

I – Integrity (Transparency, Honesty and Collaboration)

R – Responsibility (Performance, Cost, Effective Spending and Prudent Investment)

S – Safety and sustainability (Innovation, Committed Workforce, Environment and Equipment)

T – Trust (People, Reliability and Ethics)

Safety

STS Marine Solutions regards safety as one of its core values. By investing in regular simulator training for our fully employed mooring masters, training for shore-based employees, annual equipment maintenance and equipment renewal programmes, we provide clients with the right option for every STS operation.

What We Do and Where

www.stsmarinesolutions.com

The Right People, the Best Experience

Complementary Services

STS Marine Solutions includes identification and supply of ancillary equipment and third party assistance where required to complete operations:

- Fender and hose maintenance
- Fender sales
- Fender and hose hire
- Mooring masters

STS Marine Solutions includes identification and supplies ancillary services where deemed necessary to support our customers needs as follows

- Project consultancy (LNG, LPG & Oil)
- Location Assessment
- LNG FSRU commissioning
- LNG Superintendancy
- Fender Hire
- Oil Hose Hire
- Mooring Master POAC support

Where We Operate



Project Management & our Key Milestones

40 years of global ship-to-ship support service experience

We believe in long-term, mutually beneficial relationships with our customers, founded on our proven track history to deliver. Here is a snap shot of some of our milestones through project management.

Milestones

- 1981 – Founded by Jahre/Kosmos Shipping
- 1982 – Performed first lightering operation in the Gulf of Mexico
- 1989 – Jahre Shipping was acquired by I.M. Skaugen and branded Skaugen PetroTrans
- 2003 – Teekay Shipping acquires 50% of Skaugen PetroTrans
- 2005 – First LNG STS transfer conducted underway & provided management and O&M services for the world's first offshore LNG receiving facility
- 2006 – Skaugen PetroTrans acquired Melbourne Marine of the UK – renamed SPT Marine Services
- 2007 – First full commercial LNG STS and the commissioning of Teesside GasPort
- 2008 – Commission Bahia Blanca LNG Regas terminal
- 2009 – SPT commissions the Mina Al-Ahmadi Gas Port, Kuwait
- 2011 – First LNG breakbulk operations carried out in Tomakomai, Japan
- 2014 – Emergency STS consisting of the largest quantity of LNG to be transferred in one period - Singapore
- 2015 – Teekay Tankers acquires SPT Marine Services – renamed Teekay Marine Solutions
- 2015 – O&M of Jordan's first LNG import terminal
- 2016 – Jamaica: Break Bulk STS operation from FSU to small scale vessel. Small scale vessel replenishes the world's first 'Micro' LNG terminal
- 2018 – LNG Transshipment project Norway, involving simultaneous cargo transfer operations from Arctic-classed LNG tankers to conventional LNG tankers
- 2020 – Hili Ventures acquires Teekay Marine Solutions – renamed STS Marine Solutions
- 2020 – STS Marine Solutions provides break bulk operations at Myeik, Myanmar and Linggi, Malaysia with over 30 operations carried during the course of the year
- 2022 – STS Marine Solutions provides a tailor-made service to meet tradings need in a rising market for LNG, enabling the customer to maximise their outturn
- 2022 – Commissioning of Tranmere Terminal for STS transfers
- 2022 – STS Marine Solutions commissions Portland Harbour's first ever commercial oil STS operation
- 2022 – Proof of concept LNG Gas in and cool down services for the USG, our first full-scale LNG transfer in Danish waters
- 2022 – Jordan terminal awarded JMC award
- 2022 – LNG transfers in Subic Bay
- 2023 – Qatar Gas' first-ever LNG STS at Gibraltar
- 2023 – DRG's Marine interphase for Germany's 1st Regas project



Scapa Flow

58° 54.5'N 003° 03'E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: None

Orkney's renowned harbour provides 50 square miles of sheltered deep water designated anchorage – a safe and protected position strategically located almost exactly halfway between Saint Petersburg and Nova Scotia, on the main shipping routes linking Russia, Northern Europe, the US Eastern Seaboard and the Gulf of Mexico.



From Handymax vessels to VLCCs, the port infrastructure is equipped to support STS operations of any size and with STS Marine Solutions' impeccable safety and environmental track record backed by 30 years' experience in pilotage and towage crews, your project is assured to be in the most expert hands.

A new era in ship-to-ship transfers was heralded in 2007 when the first commercial transfer of LNG was conducted by STS Marine Solutions (formerly SPT Marine Services) as the vessels MT Excelsior and Excalibur lay at anchor in Scapa Flow.

Fendering, berthing and cargo transfer operations are all carried out at anchor with the assistance of port pilots and tugs.



Southwold

52° 18'N 002° 05'E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: None

Southwold's location close to the English Channel and its proximity to all the ports of Europe makes it ideally situated for conducting ship-to-ship transfer operations and as a floating storage location. In addition, Southwold can offer a comprehensive service of inspection, testing and surveying facilities for a range of distillate cargoes from heavy to light.



STS Marine Solutions owns and operates sufficient equipment in Southwold to allow the company to conduct a multiple of STS operations simultaneously with vessels ranging in size from 10,000 SDWT up to and including VLCCs. What's more, all STS operations are conducted in international waters off the UK coast so there are no extra port costs.

Working alongside MCA, STS Marine Solutions ensures that all arrangements are in place for STS operations with a 48-hour notice requirement prior to commencement.

Fendering operations are carried out 5nm east of the Barnard Buoy. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed to anchor in order to conduct cargo transfer.



Portland

50 35'N 002 23'W

Cargo Restrictions: Crude, DPP, CPP & LPG permitted
Night Berthing Restrictions: None
Draft Restrictions: Inner "C6" Anchorage 11m
Outer "G6" Anchorage 18.0m

STS marine Solutions are Portland Harbour Authorities' approved and licensed Ship to Ship transfer company. We have the capabilities to transfer Crude, DPP, CPP & LPG cargoes at both the inner and outer anchorages.



The location is ideally situated for trade transiting the English Channel inbound or outbound to areas such as ARA, North Sea and European ports.

At Portland, STS Marine Solutions provides opportunities for break bulk STS, single spot operations or floating storage projects. Portland as an STS location provides greater protection from the elements associated with offshore STS sites and competitive port charges in comparison to other STS ports. To complement our STS activity the port also provides a range of services such as bunkering, provision, crew relief and hull cleaning. Full details can be found on the Portland Harbour website www.portland-port.co.uk.

Ship-to-Ship operations at Portland are conducted at anchor utilising the ports harbour tugs and pilots in conjunction with our Mooring Master/POAC.

The port operates a 24/7 facility requesting 36 to 48 hours' notice for a ship-to-ship operation to take place.



Tranmere

Cargo restrictions: Crude, DPP, CPP permitted
Night berthing restrictions: None, however tidal restricted

A project which brought together under a working group, the local Port Authority, Terminal Owners, Local Towage Company, Mersey Pilots, the Governing body for the UK and STS Marine Solutions to provide a bespoke STS element to enhance Tradings needs.

Through STS Marine Solutions providing ship to ship services at the Tranmere Terminal, Trading now has the facility to coload small parcel into large homogenous cargoes enhancing their Trading options.





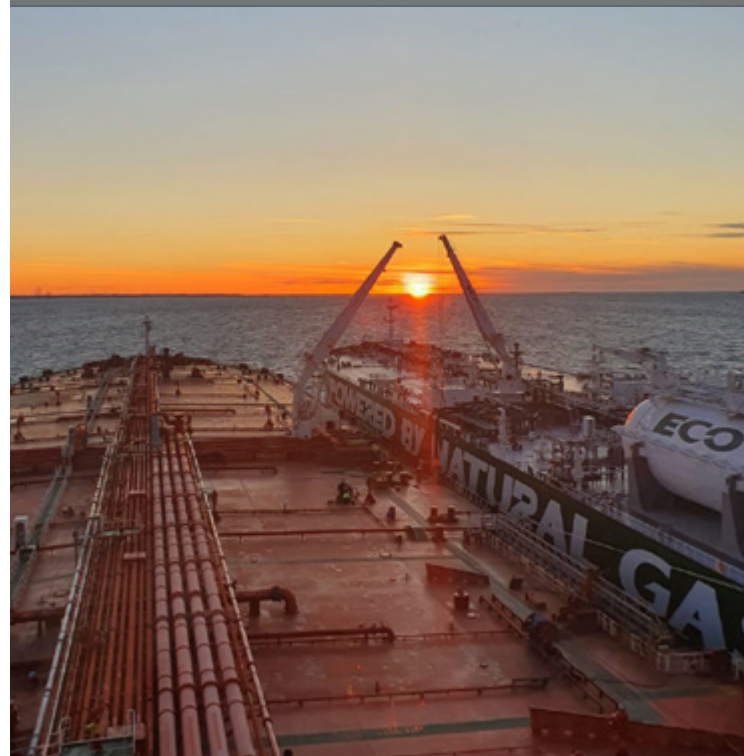
Skaw

57° 25'N 010° 46'E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: None

Because of the available depth of water at Skaw. Charterers can send smaller tonnage vessels into the Baltic to load and bring them to Skaw to discharge and top-up a VLCC or Suezmax thereby bypassing the draft restrictions in place in the Great Belt. With close proximity to the North Sea, STS Marine Solutions can provide clients with an alternative location for loading deep-drafted vessels.

Berthing operations are undertaken at anchor with the assistance of port pilots and tugs. All STS Marine Solutions' mooring masters are Danish Maritime Authority-approved, an essential requirement for STS operations in Danish waters.





Gibraltar Bay

Gibraltar Bay Inner Anchorage

Cargo Restrictions: Crude, DPP, CPP & LNG permitted

Night Berthing Restrictions: Daylight only

STS Marine Solutions' operations in Gibraltar are licensed by the Gibraltar Port Authority and through our business partners Glabla Agency we provide our Customers with turnket solution to meet their trading needs.

Innovations including vapour balancing ensure permission from the Gibraltar Port Authorities to transfer crude oil and other by-products with zero emissions and zero impact on the local environment. STS Marine Solutions conducts STS operations in Gibraltar with vessels ranging in size from 5,000 SDWT to 300,000 SDWT and all operations are supported by highly skilled, dedicated shore-based staff with over 40 years' seagoing experience.

Upon arrival, vessels will anchor at Gibraltar Western Anchorage. Prior to commencing operations, the larger vessel (Mother Vessel) is brought into Gibraltar Bay where they anchor and are fendered (starboard side). Thereafter, the Daughter Vessel is brought into Gibraltar Bay and brought alongside the Mother Vessel. Berthing operations are carried out with the Mother Vessel at anchor with assistance of port pilots and tugs.





Ceuta

35° 52'00 N 005° 01'05 W

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: None

A new addition to our operational bases, Ceuta provides a useful strategic alternative to Gibraltar Bay operations; especially when faced with potential night-term berthing restrictions or congestion. STS Marine Solutions can conduct STS transfers of LPG, CPP and DPP cargoes at Ceuta, with all STS operations are conducted in international waters off Ceuta so there are no extra port costs.

In association with our Gibraltar-based business partners Global Agency Company Ltd, STS Marine Solutions is able to handle everything from equipment mobilisation, recovery, STS cargo transfer and all your agency requirements.

The entire operation from fendering through to berthing and un-rigging of equipment will be carried out with the vessels underway, without the need for additional tugs or pilot support.





Augusta

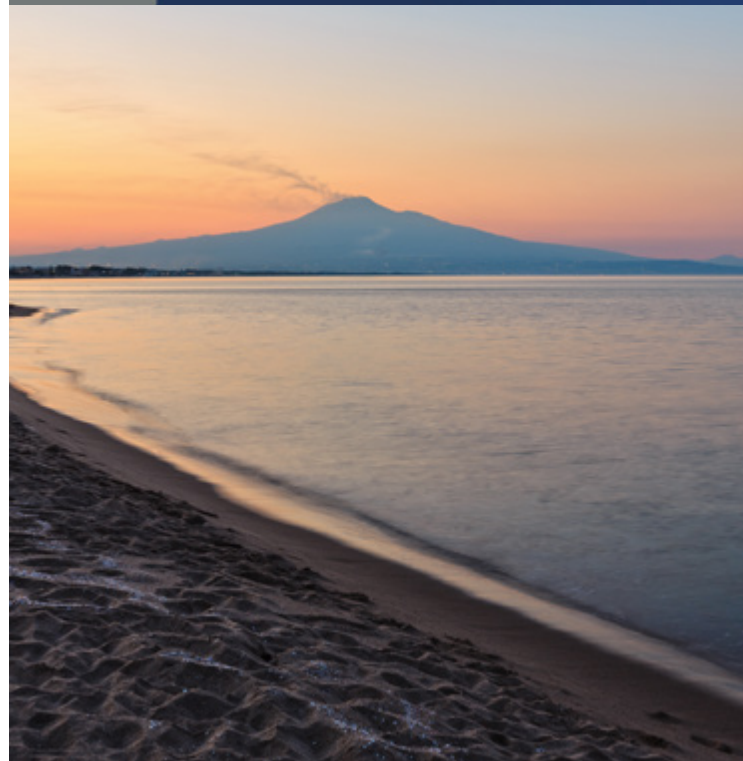
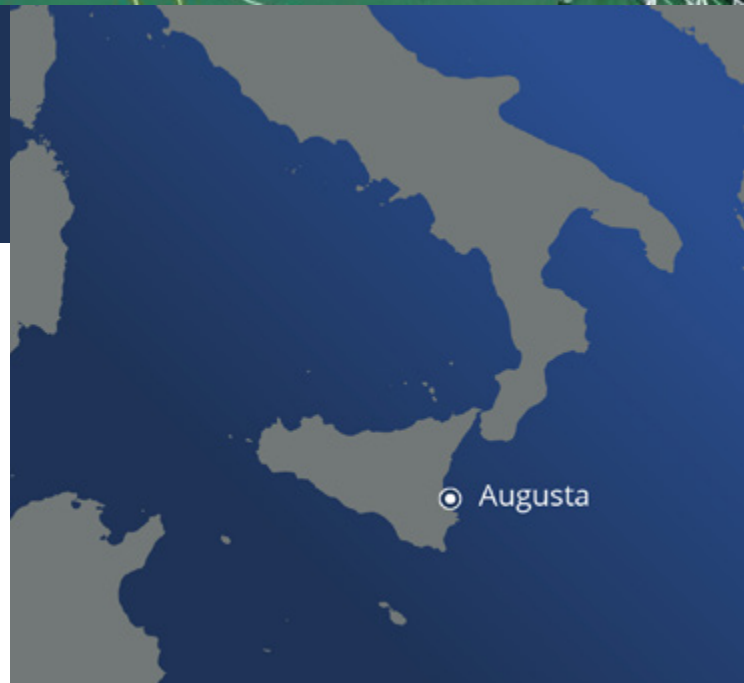
(Italy)

37° 12'00 N 015 33'00 E

Cargo Restrictions: None, Crude, DPP, CPP & LPG permitted
Night Berthing Restrictions: None

Augusta is returning to our portfolio of bases, offering operations to be conducted either IPL or OPL. With the associated port costs of conducting operations within the port limits, the favored option when permissible is to proceed outside of the port limits for the STS operation.

Augusta provides an ideal alternative to Malta, particularly in the winter months when Malta can be more exposed to the adverse weather conditions. The more sheltered location of Augusta can provide a more suitable option for STS operations to be conducted safely and efficiently.





Malta

35° 54'N 014° 51'E

Cargo Restrictions: None, Crude, DPP, CPP, LNG & LPG permitted
Night Berthing Restrictions: None

Malta's central location in the Mediterranean and its proximity to all of the main international shipping routes makes it ideally situated for conducting ship-to-ship transfer operations. In addition, Malta can offer a comprehensive service of inspection, testing and surveying facilities for a range of distillate cargoes from heavy to light.



STS Marine Solutions owns and operates sufficient equipment in Malta to conduct a multiple of STS operations simultaneously with vessels ranging in size from 5,000 SDWT to and including VLCCs involving varying cargoes. What's more, all STS operations are conducted in international waters off Malta so there are no extra port costs.

In association with our Malta-based sister company Carmelo Caruana Company Ltd, STS Marine Solutions is able to provide turnkey solutions for all your requirements in Malta. The relationship between the companies allows us to handle everything from equipment deployment, recovery, ship-to-ship transfer and all your agency needs.

Fendering operations are carried out off Valletta Fairway Buoy. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed to anchor at Hurd Bank in order to conduct cargo transfer.



Laconia Bay

36° 38.0' N
022° 41.0' E

Cargo capabilities: Crude, CPP, DPP & LPG
Night time berthing: No restrictions

STS Marine Solutions in partnership with Lavar Shipping & Sekavar S.A. perform our operations under the combined branding of East Med STS.

Laconia Bay is strategically positioned to capture passing trade out of the Black Sea and or Adriatic/Ionian Sea heading East or West.

The location generally provides more sheltered conditions to that of its neighbour locations giving greater opportunities to execute operations in line with seasonal weather conditions for the region.

Due to the available depth of water in Laconia bay there are no draft restrictions giving way to a variety of operations and vessel sizes including but not limited to break bulk, back loading, blending and floating storage.

Operations at Laconia Bay are carried out underway and cargo transfer whilst drifting.



LAVAR
SHIPPING



Cyprus

34° 30' N 033° 17' E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: None

STS Marine Solutions in partnership with Lavar Shipping & Sekavar S.A. perform our operations under the combined branding of East Med STS.

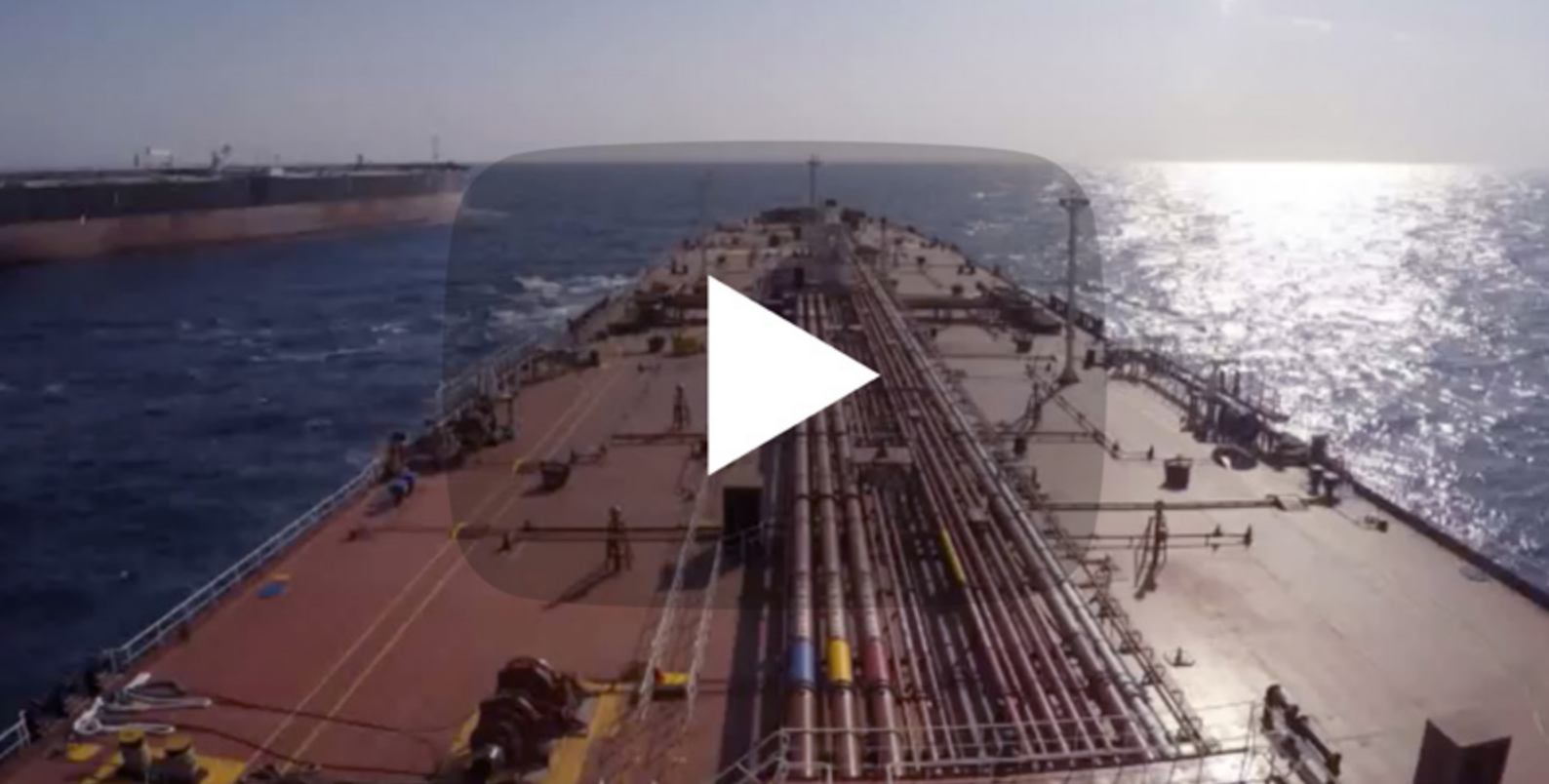
An important and strategic STS location, Cyprus with its nexus position in the North Eastern Mediterranean, is a very efficient STS location being a stepping stone to Asia and African continents.

Operations are conducted in international waters so there are no port fees. With excellent proximity to the Dardanelles (only 42 hours' sailing) and only 10 hours steaming time from Suez Canal at 14.5 knots, Cyprus gives clients the option to deliver to eastern Mediterranean markets and the opportunity to trans-ship larger parcels of cargo east avoiding inherent delays to larger vessels transiting the Turkish Straits.

Fendering, berthing and cargo transfer operations are all carried out underway/adrift.



LAVAR
SHIPPING



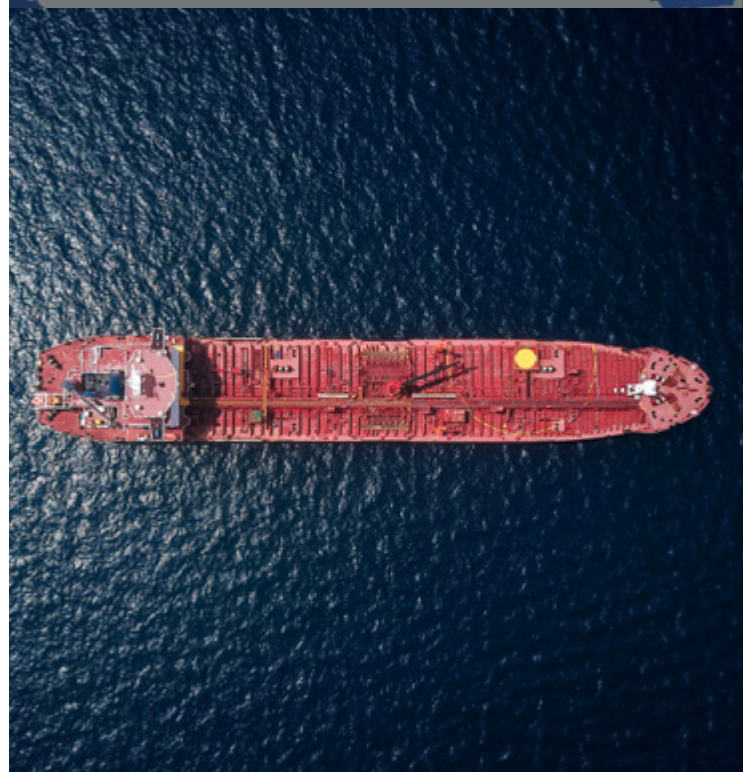
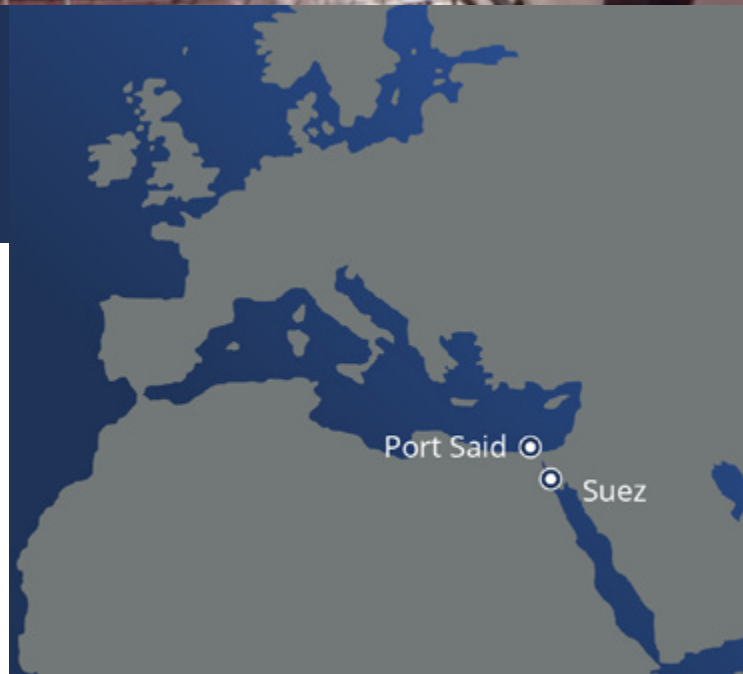
Port Said

31° 36'N 032° 15'E 31° 40'N 032° 15'E
31° 40'N 032° 20'E 31° 36'N 032° 20'E

Cargo Restrictions: None, Crude, DPP, CPP,
LPG & LNG permitted
Night Berthing Restrictions: None

Through our business parnters in Egypt,
Rochem, STS Marine Solutions provide a turn
key solution of Ship to Ship, cargo inspection
and agency.

Fendering, berthing and cargo transfer
operations are all carried out underway/adrift
within the designated STS location.



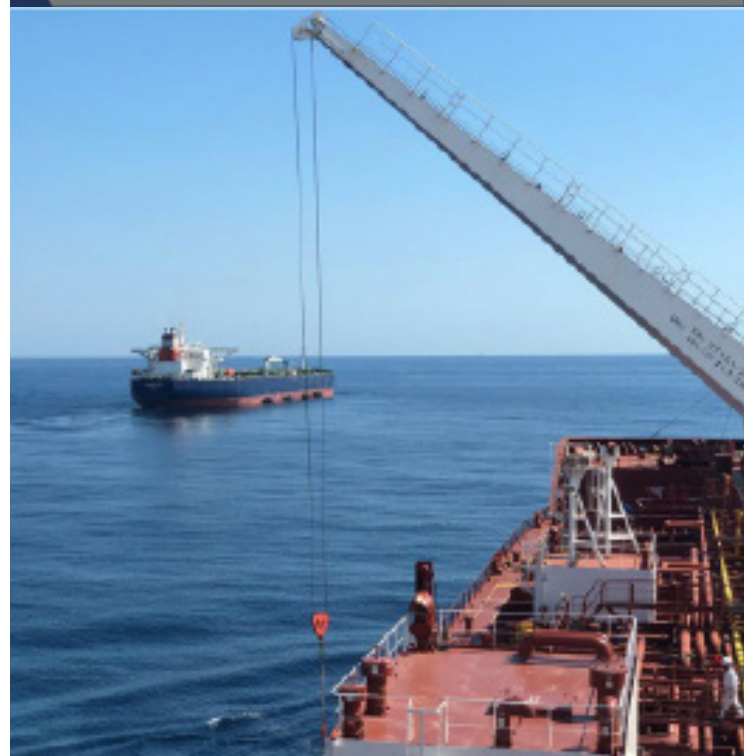
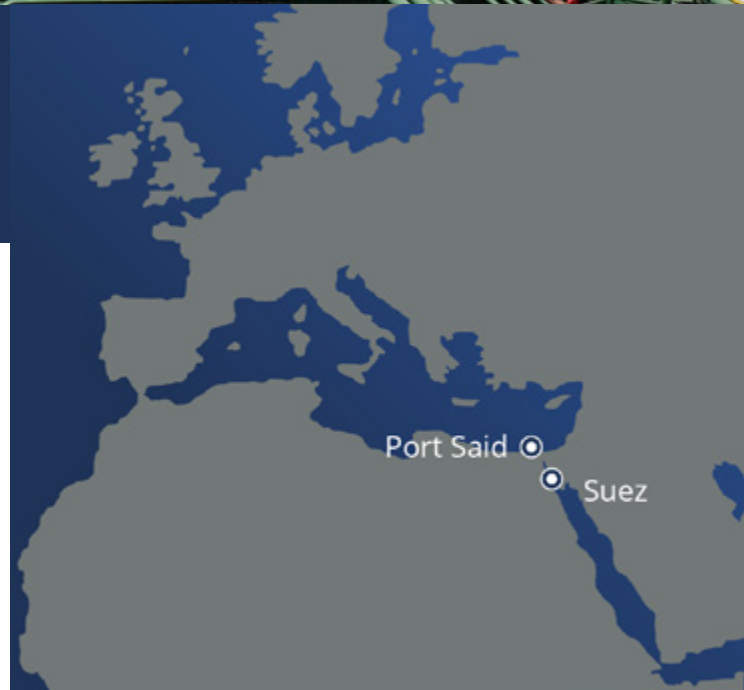


Suez

29° 43'N 032° 37'E 29° 43'N 032° 38'E
 29° 42'N 032° 37'E 29° 42'N 032° 38'E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
 Night Berthing Restrictions: Daylight only

Through our business parnters in Egypt, Rochem, STS Marine Solutions provide a turn key solution of Ship to Ship, cargo inspection and agency. Fendering operations are carried out at the designated STS anchorage. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed back to the designated STS anchorage in order to conduct cargo transfer.





Lomé

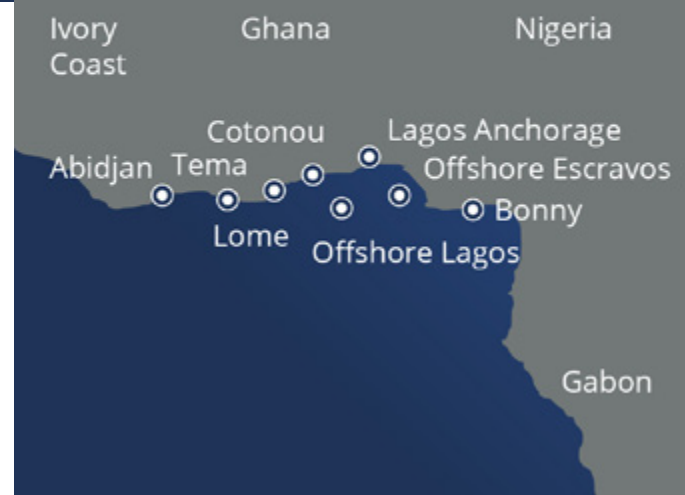
06° 06'N 001° 21'E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: Daylight only

STS Marine Solutions operates in West Africa using a highly skilled team of experienced and qualified mooring masters to conduct ship-to-ship transfer of oil cargoes. Versatile in conducting STS safely and efficiently in a variety of demanding and diverse global environments, our team has undergone specialised simulator training. In West Africa, mooring masters have gained extensive local knowledge in each STS area, being fully conversant with weather patterns, sea conditions and individual cargo and vessel requirements.

Mooring masters, fenders, hoses and STS equipment permanently onboard our support vessel, Togo Venture, ensures a fast response time to prompt appointments.

Fendering operations are carried out at the designated STS anchorage. Thereafter, berthing operations are conducted with both vessels underway. Once all fast, vessels will proceed back to the designated STS anchorage in order to conduct cargo transfer. STS operations are conducted under the observation of the Togo Navy.





Linggi

(Malaysia)

02° 23.30' N 101° 58.20'E

Cargo Restrictions: None, Crude, DPP, CPP, LPG & LNG permitted
Night Berthing Restrictions: None

Kuala Linggi International Port (KLIP) is located in the Malacca Strait, a few miles south of Port Dickson. Sungai Linggi commercially known as Linggi International Floating Transshipment & Trading Hub, is a transshipment area for liquid bulk and break-bulking for the western region from the Middle East to the eastern region or Australia. It is among the largest designated ship-to-ship cargo transfer areas in Malaysia.

The port authorities have dedicated anchorage to conduct STS operations. The depth of waters here is around 30 metres and can easily accommodate larger vessels. STS in this area is carried out with assistance of port pilots and tugs and a POAC.





Labuan

(Malaysia)

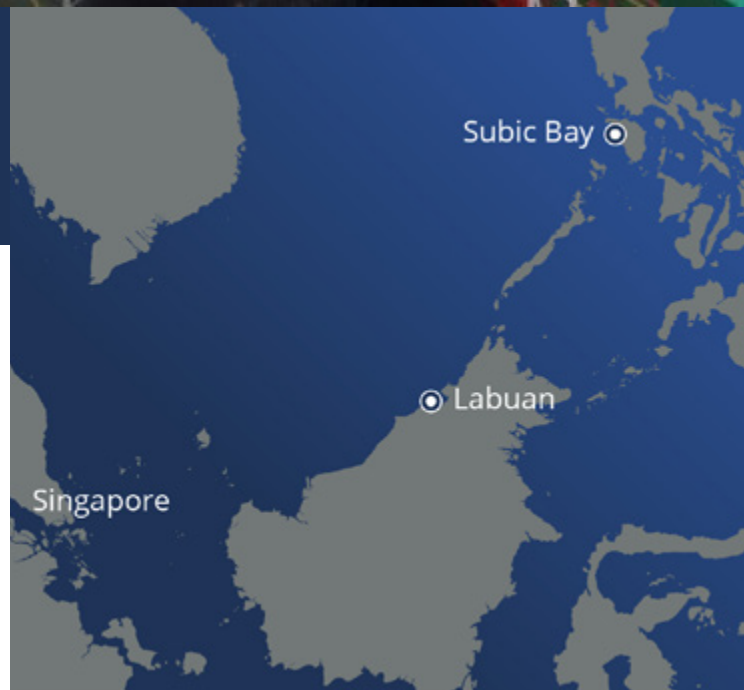
05° 16.0' N, 115° 07.0' E

Cargo Restrictions: LNG only
Night Berthing Restrictions: None

Labuan is a location currently being used by STS Marine Solutions for LNG operations. The port is known for being an offshore support hub for deep water oil and gas activities in the region, therefore has good infrastructure and support services. The weather is favourable through most of the year with the biggest impact to operations being squalls and thunderstorms which are more prevalent in May to September.

As Labuan is a known location for LNG STS operations it means makes this area one of the prime locations for the Asian market. There have been 10 -15 LNG STS operations completed in the area, with more operations scheduled in the near future, thus making the pilots and support services fully aware of the operations. Storage and other onshore facilities are of a good standard with known agents to STS Marine Solutions.

Each operational license is issued on a case by case basis, following the completion of the local authority approvals STS licences could be issued within a few months of application.





Subic Bay (Philippines)

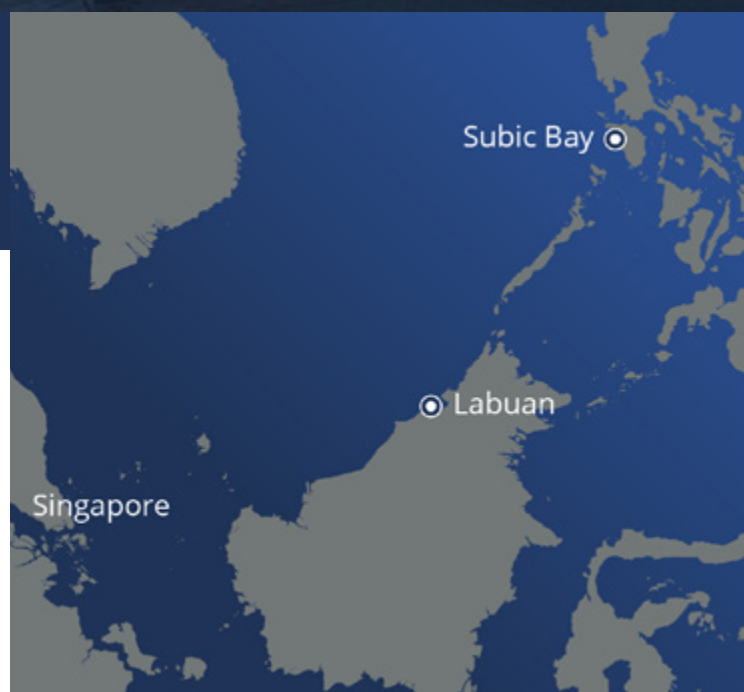
14° 48' N, 120° 16' E

Cargo restrictions: LNG only
Night time Restrictions: Day light berthing only

Subic Bay is a natural deep harbour with sheltered anchorages in a strategic location. The Port of Subic is a major seaport in the Philippines and South East Asia. Located about southwest of Luzon Island and about 100 kilometres northwest of Manila Bay, it has a deep natural harbour with an excellent and sheltered anchorage, naturally protecting it from typhoons. This same feature further sharpens its competitive edge for deep sea, short sea and inland shipping.

Subic Bay has a good infrastructure of support services which enables the operation to proceed smoothly. The weather is favourable most of the year, stronger winds have a higher percentage of occurrence in the winter months. Typhoons rarely pass over Subic Bay, which is seen as a refuge for cover from the accompanying winds and seas when typhoons form around the Philippines.

As Subic Bay is a known location for LNG STS operations, the pilots and support facilities have a high level of experience with more than 45 LNG STS operations having been conducted. Suitable equipment storage facilities are available. The Port of Subic is likewise an ideal logistics and transshipment hub, as its strategic location along major sea lanes makes it easily accessible to regional markets and international shipping ports.





Yosu

(South Korea)

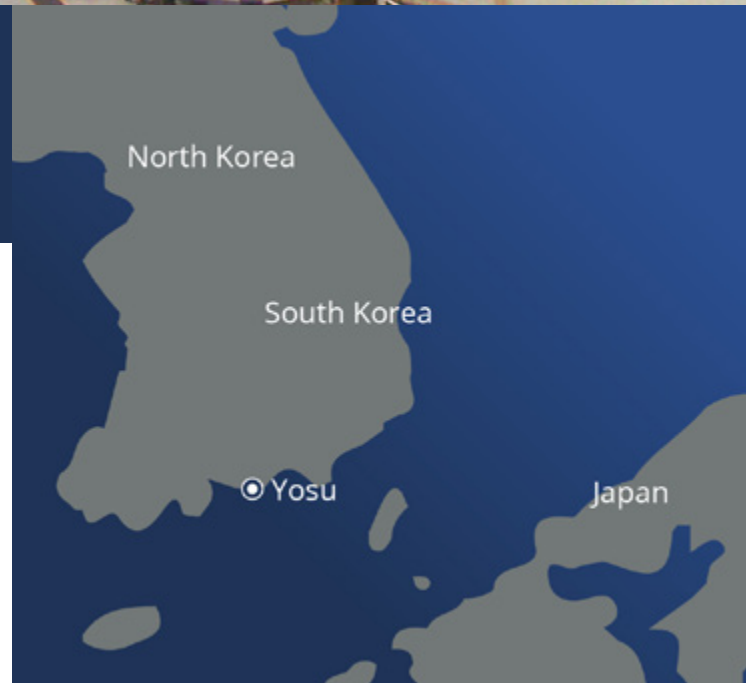
34° 44' N 127° 46'E

Cargo restrictions: Crude, DPP, CPP only
Night Berthing Restrictions: Daylight only

STS Marine Solutions is operating in the Port of Yeosu (S Korea) with its local partners. The port authorities at Yeosu have dedicated anchorage for CPP and DPP.

The "C" Anchorage is for CPP cargo transfer and can accommodate max draft of 13 metres. The "W" and "D2" Anchorage is for DPP cargo transfer and can accommodate vessels up to 14.5 metres and 16 metres draft respectively.

The STS operation here is carried out with assistance of port pilots, tugs and our POAC. With very prompt TUG and other stevedoring services available at this location, the turnaround time for the vessels could be as short as 36 hours.





USG, Bahamas, & Cristobal

Cargo restrictions:

USG - Crude, DPP, CPP & LNG

Bahamas - Crude, DPP, CPP & LPG

Cristobal - Crude, DPP, CPP, LPG & LNG

Through our agreement with Lightering LLC we are able to expand our coverage of services, providing customers with a Global portfolio of STS locations. This unique pairing of the two companies ensures our combined customers bases' have access to all the main STS locations 24/7, 365, a concept already proving beneficial.

