

## **METHODS AND PROCEDURES FOR AUTHORISING LNG CARRIERS TO UNLOAD**

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## 1) ACCEPTANCE OF LNG CARRIERS

### 1.1) Foreword

The purpose of this document is to define the methods and procedures for authorising LNG Carriers to unload LNG. The Panigaglia LNG Terminal is capable of receiving LNG Carriers that have a maximum capacity of approximately 65,000 to 70,000 m<sup>3</sup> of LNG, provided that they are compatible with the technical and safety characteristics of the pier and the manoeuvring area and have appropriate load measurement systems.

The activity described can be divided into four phases:

1. requirements which the LNG Carriers must comply with to obtain authorisation;
2. procedures for the submission of authorisation requests by Users and the content thereof;
3. checks and compatibility criteria;
4. timelines for approval of requests.

### 1.2) List of Accepted LNG Carriers

The list of the LNG Carriers accepted at the Panigaglia Terminal is shown - and regularly updated - on GNL Italia's website.

LNG Carriers that intend to unload at the Terminal must be pre-authorised by the Operator pursuant to this chapter; LNG Carriers must also comply with the safety requirements of the Terminal, of the Port of La Spezia and of other competent authorities concerning unloading.

## 2) PROCEDURE FOR AUTHORISING LNG CARRIERS

### 2.1) Ship Approval Procedure

If a User is interested in obtaining authorisation from the Operator to unload the cargo of an LNG Carrier that is not yet included in the *LNG Carrier List* (published and constantly updated on GNL Italia's website), it must submit to the Operator for the necessary technical assessments, the data and information specified in the "Ship Approval Procedure", also published on GNL Italia's website. In the event of a positive outcome of the above assessments, the Operator will allow the ship to perform an unloading test under the conditions set out herein. The outcome will be reported by fax by GNL Italia no later than sixty days from the date of receipt of the authorisation request for the carrier to unload LNG at the Terminal.

### 2.2) Unloading Test

"Unloading Test" means the first unloading at the Panigaglia Terminal of an LNG Carrier that has not previously unloaded at that Terminal, or for which, compared to the most recent unloading, changes have been made to the LNG Carrier which could affect its compatibility with the Terminal.

A Carrier that must carry out the unloading test must come to the port of La Spezia with sufficient advance notice so that, before starting the mooring procedures at the Terminal, the Operator can check the documentation kept on board the Carrier, so as to:

- obtain objective evidence of the information received;
- inform the ship's Captain of the main procedural, environmental and safety aspects of the operation.

If, on the basis of the evidence resulting from the aforementioned documentation check, the LNG Carrier cannot carry out the unloading test, the provisions of the "Receiving, storage and regasification of LNG" chapter, paragraph 1.1, shall apply, except for the fee for failure to unload ( $C_{md}$  in the event of reasons not attributable to the Operator and  $C'_{md}$  for reasons attributable to the Operator).

Should problems arise during the mooring procedures and until the completion of the unloading operations that, in the opinion of the Operator, may endanger workers, unloading operations and the facility, the LNG Carrier will be required to leave the berthing area immediately. Within ten days of completion of the unloading test, the Operator shall communicate by fax the results with regard to the inclusion of the Carrier in the *List of LNG Carriers* accepted at the Terminal. The results can be:

- positive: in this case the Carrier will be included in the *List*;
- negative, including details of the relevant action to be taken prior to any subsequent test unloading.

Except for the details expressly provided above in relation to the failure to carry out the unloading test (after completing the checks on the Ship's records), the provisions referred to in this document shall apply.

### 2.3) Authorisations and Permits

Pursuant to the provisions of the ISPS (International Ship and Port Facility Security) Code all LNG Carriers that moor at the Terminal must possess an ISSC (International Ship Security Certificate) issued by the competent authority.

As the Terminal is a Port Facility, it possesses an SoCPF (State of Compliance of a Port Facility). When mooring an LNG Carrier at the Terminal, the User must comply with the regulations contained in the SSP (Ship Security Plan) and the Operator must comply with those contained in the PFSP (Port Facility Security Plan).

LNG Carriers authorised to moor at the Terminal must also provide, upon request of the Operator, a Ship Inspection Report (SIRE) issued by an authorised inspector and dated not over 12 months prior to the date of berthing at the Terminal, to confirm the Carrier's compliance with minimum safety requirements (based on the information contained in such report).

The inspection report must be accompanied by an overall opinion regarding the acceptability of the Ship with regard to safety. This opinion must be issued by a leading company in the sector and be based on the details of the report itself. In any case, GNL

Italia reserves the right to independently assess to contents of the report and, if necessary, refuse to authorise the carrier to moor.

#### **2.4) Revocation of Authorisation to Moor at the Terminal**

The Operator may, at any time, revoke authorisation to moor if the LNG Carrier does not comply with the required safety procedures or if its configuration has been altered in such a way that it no longer guarantees compatibility with the Terminal structures.

The Operator may also revoke authorisation to moor if changes have been made to the receiving facilities that cause the LNG Carrier to be no longer compatible with the modified structure, due to new regulations, legislative measures or new security procedures issued by the Operator.

The Operator must inform the Users of any changes made to the receiving structures well in advance of their implementation.

#### **2.5) Prerequisites with regard to the LNG Carrier's loading system**

Tank "Calibration Tables" and the load measurement system must be accepted by the Customs Authorities. The Carrier is responsible for obtaining such acceptance and the process must be completed prior to the first unloading at the Terminal.

If the "Calibration Tables" and the load measurement system are rejected or revoked, the Operator will automatically revoke the mooring authorisation.