

DELIVERY OF LNG AND REDELIVERY OF NATURAL GAS

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1) COMMUNICATION BETWEEN THE LNG CARRIER AND THE TERMINAL

With regard to the loading phase, the User shall inform the Operator of the following:

- the date and time of arrival (ETA – Expected Time of Arrival) at the loading port;
- changes to the ETA of over 4 (four) hours;
- date and time of mooring at the loading port; if the mooring is not guaranteed on arrival, updates shall be sent at 10.00 and 16.00 UTC (Coordinated Universal Time) on each day of waiting until the mooring takes place;
- the time of mooring and start of loading;
- the estimated time of completion of loading operations/estimated time of departure;
- the date and time of departure from the loading port;
- the ETA at the port of La Spezia.

In addition, the User shall notify the Operator within 12 hours of completion of the loading of the LNG Carrier, of the estimated quality of the LNG to be unloaded.

Between the time of departure from the loading port and arrival at the port of La Spezia, the User shall notify the Operator in writing of the name of the LNG Carrier and of the ETA (Estimated Time of Arrival) as specified below (as applicable):

- a) an initial ETA notice must be sent when the LNG Carrier departs from the loading port and must include the quantity and quality of LNG loaded;
- b) a second ETA notice must be sent 96 hours prior to the estimated time of arrival at the Terminal;
- c) a third ETA notice must be sent 72 hours prior to the estimated time of arrival;
- d) a fourth ETA notice must be sent 48 hours prior to the estimated time of arrival;
- e) a fifth ETA notice must be sent 24 hours prior to the estimated time of arrival;
- f) a final ETA notice should be sent 5 hours before the estimated time of arrival in the anchor area or the PBS.

The User must also notify the Operator of any changes to the expected time of arrival that exceed:

- twelve (12) hours, with reference to the notices set out in a) b) and c) above;
- six (6) hours, with reference to the notice set out in d) above;
- three (3) hours, with reference to the notice set out in e) above;
- two (2) hours, with reference to the notice set out in f) above.

2) GENERAL PROVISIONS ON THE DELIVERY OF LNG AND THE REDELIVERY OF NATURAL GAS

2.1) Rules and regulations

The Operator and the User acknowledge that, in view of the fact that the Panigaglia Terminal is an integral part of the port of La Spezia, the mooring and unmooring of the LNG Carrier at the pier of the Terminal to unload LNG is governed by the provisions of the port authorities, by the regulations and operating procedures in force.

2.2) Manoeuvring the LNG Carrier in the port area

The User must make all agreements with third parties needed for manoeuvring the LNG Carrier within the La Spezia port area, including the mooring and unmooring of the LNG Carrier itself. These operations must be compatible with the operating procedures in force at the Panigaglia Terminal.

2.3) Equipment needed for LNG unloading

The Operator must make available the means and equipment installed at the Terminal for mooring the LNG Carriers and unloading the LNG, including:

- the pier;
- sufficient lighting to allow pierside manoeuvring in complete safety, within the limits allowed by the port authorities;
- unloading arms, piping and any other equipment needed to unload LNG from the Carrier to the storage tanks with a maximum overall flow rate of about 4,000 m³/h of LNG and provided that the pressure of the Carrier's tanks does not exceed 1,200 mm H₂O rel.: unloading is also allowed for tank pressures ranging from 1200 to 2100 mm H₂O rel., subject to payment of the fee set out on GNL Italia's website;
- the return line for boil-off vapours;
- the line at the pier to supply liquid nitrogen to the LNG Carriers;
- vaporized LNG, if available, at or lower than -100 °C and the quantity thereof required to keep the relative pressure in the Carrier's tanks between 67 and 167 mbar, relative.

2.4) Transfer of LNG from the Delivery Point to the tanks

The two connecting arms between the Carrier and the Terminal allow unloading operations to be carried out up to a maximum flow rate of 4000 m³/h. The unloading operations will be carried out by the Operator, which will adjust the flow rate according to the Terminal's plant configuration and to the characteristics of the LNG on board the Carrier. The pressure of the tanks onboard LNG Carriers must not exceed 1,200 mm H₂O rel., however, unloading may be carried out at pressures of up to 1,800 mm H₂O rel., subject to payment of the fee set out in the "Receiving, storage and regasification of the LNG" chapter.

Providing fuel, diesel and liquid nitrogen to a moored Carrier must be expressly authorised by the Terminal Operator pursuant to the procedures and regulations applicable to the Panigaglia Terminal and the port of La Spezia.

2.5) Delivery timelines

LNG Carriers must arrive at the port of La Spezia in accordance with the Monthly LNG Delivery Schedule – prepared according to the instructions set out in the "Scheduling of LNG Delivery and Regasification" chapter – in particular in relation to the Scheduled Arrival Dates, sending the Operator the information specified in paragraph 1 above.

When the LNG Carrier reaches the anchorage area or the PBS, the ship's Captain must send a written notice to the Operator that the ship is ready to dock at the Terminal's pier and unload the LNG cargo (NOR).

At least 24 hours before the scheduled mooring date the Operator must provide to the User the mooring instructions as well as the instructions for unloading the LNG once the Carrier has moored at the pier.

When the LNG Carrier has moored at the pier and is ready to unload the LNG, the ship's Captain must notify the Operator in writing that the ship is ready to unload the LNG (NOU).

The Operator and the User must ensure, for the respective areas under their control, that the LNG is unloaded as quickly as possible and within the Unloading Window, taking all appropriate measures to ensure that the LNG is unloaded in total safety.

Upon completion of unloading operations, the LNG Carrier must leave the berth as soon as possible, in compliance with the rules and procedures in force: any extension of berthing at the end of the unloading period must be expressly authorised by the Operator.

At any time, the LNG Carrier may be required to leave the berth at the Operator's request for safety reasons. In that event, the User shall not be entitled to request any form of compensation.