

RULES FOR DISCHARGE OF A 180,000 LCM SLOT

The “FSRU Toscana” Terminal Operator (capitalized words shall have the meaning provided by the Code of Regasification) is going to allow the Terminal Users to be assigned Discharge Slots for LNG quantity of 180,000 lcm. Users being assigned Discharge Slots of 180,000 lcm shall be permitted to discharge at the Terminal a Cargo of LNG exceeding 155,000 lcm and up to 180,000 lcm, as per quantities reported in the Annual Unloading Schedule.

Due to Terminal operative and technical requirements, the LNG discharge operation and access to the Terminal of LNG Cargoes (*i.e.* “LNGC”) intending to discharge such quantities is permitted subject to the following operative conditions and requirements.

- Rules and principles for Cargo Discharge operation

Any LNGC intending to discharge at the Terminal a quantity of LNG greater than 155,000 lcm shall perform the discharge of the scheduled quantity in two stages under the instructions of the Terminal Operator. The User shall ensure that the LNGC concerned performs all the operations requested by the Terminal Operator promptly upon request.

In particular, the discharge of such Cargoes shall take place consistently with the following rules:

- i) The LNGC shall moor at the Terminal and discharge the first cargo parcel in one stage;
- ii) After the discharge of the first quantity is completed, the LNGC shall unmoor and allow the Terminal the time needed to regasify a quantity of LNG sufficient to empty the Terminal;
- iii) The LNGC shall remain in the area and available to promptly resume the Discharge upon request of the Terminal Operator (to protect the Spool Pieces they shall be uninstalled and re-installed before the Discharge is resumed by the LNGC);
- iv) Once the Terminal is capable of receiving further quantity of LNG, the Terminal Operator shall instruct the LNGC to moor again and discharge the remaining part of Cargo in a second stage as soon as the Discharge can be resumed (indicatively after 5 days);
- v) Upon completion of the unloading of the second parcel the Discharge of the Cargo will be completed and the LNGC shall definitively unmoor from the Terminal (*i.e.* Completion of Unloading);
- vi) Unless otherwise agreed between User and Terminal Operator the LNG quantity to be discharge in each of the two stages shall not exceed 135,000 lcm and the Allowed Laytime shall be determined consistently with Clause 3.7.3.4 of the Code of Regasification in respect of each of the two staged of the Discharge.

The User shall ensure that the LNGC concerned performs the all the above mention operation promptly upon request of the Terminal Operator, including, in particular, resuming the Discharge of the second part of the Cargo upon request of the Terminal Operator.

For exemplification purpose only and subject to a case by case analysis, a 180,000 LNGC could be required to unload a first parcel LNG quantity of about 125,000 lcm from 3 LNGC’s tanks under the first stage and to unload the remaining quantity of about 55,000lcm from one LNGC’s tank in the second stage some days later.

Alternatively, as a further exemplification case, the LNG Carrier could unload completely two cargo tanks only in the first stage of the discharge, so to leave the remaining other tanks to be discharged on the second stage.

Sloshing issues of the LNGC, if any, will be taken into consideration in the decision to part the Cargo discharge into two stages.

In principle the above procedure and illustrative cases, in addition to being compatible with the Terminal operative requirements, shall also allow the LNGCs concerned to unmoor from the Terminal after having discharged the first parcel quantity without any sloshing problem and to wait safely until the discharge of the remaining part of the Cargo can be resumed by the Terminal in the second stage.

All the above-mentioned quantities are to be intended as indicative and shall be determined case by case on the basis of the total capacity of the LNGC concerned, the maximum admissible filling limit and the quantity of heel that needs to remain on board the LNGC at the end of the operation. It is understood that the scheduled arrival window is deemed to be the period referred to both the two discharges as well as the allowed Terminal laytime and allowed LNG Carrier laytime.

In particular, in order to mitigate as much as possible the risk of LNG sloshing inside the LNGC's tanks and considering that the LNGC shall remain some days in the FSRU area following the unloading of the first parcel of LNG, the Terminal User (directly, or through the LNGC) shall agree with the Terminal Operator on the correct setting of the quantity of LNG in the cargo tanks also in relation to operation requirements of the Terminal, taking into account, among others, the space needed in the cargo tanks of the Terminal, the weather operating windows and the limits of the loading arms.

It remains understood that a discharge of a Cargo exceeding 155,000 lcm performed under the present procedure shall be considered completed only at the end of the second stage of the discharge. Accordingly, the Spool Pieces shall remain on the LNGC until completion of the discharge of the entire Cargo and the same LNGC shall ensure that the same will be installed again so to be ready to resume the second stage of the Discharge.

Based on above Terminal Users being assigned a 180,000 lcm Discharge Slot shall procure that the relevant LNGC allows the unloading of partial Cargoes and that the agreed procedure ensures that no sloshing limitation, stability and robustness requirements affect the procedure and the safety of the maritime operations. In light of this all the appropriate operations shall be evaluated with the Terminal Operator in order to facilitate as much as possible the operations in safe conditions for both Terminal and LNGC.

Users are also informed that costs for pilots, mooring liners, cargo surveyor and tug services may be higher (up to double, as compared with standard 155,000 lcm discharge) as a consequence of the different maritime operations to be performed and they shall make arrangements with the relevant service providers to ensure that the same are duly instructed on the actual service required for the entire duration of the maritime operations.

In conclusion considering the above explanation regarding the various possibility for the partial discharging the User needs to guarantee that the LNGC selected to unload at the Terminal has no limitation of stability, stress and sloshing and must ensure that the present rules and procedure is complied with consistently with the plan of the discharges to be decided by the Terminal.

- **Code of Regasification applicability**

The Code of Regasification of the "FSRU Toscana" Terminal shall apply thoroughly and without deviation to all Users being assigned a discharge slot allowing a discharge of LNG up to 180.000 lcm. In case any provision of the Code of Regasification, including the Technical Manuals, is found to be incompatible with the present procedure, the relevant provision/s shall be applied only to the extent that it is compatible.

- **Disclaimer**

It is User's responsibility to procure an LNGC capable of meeting the Terminal rules and conditions set out by the present procedure and that the instruction of the Terminal Operator to be issued in order to carry out the Discharge are promptly followed by the LNGC concerned. It is also responsibility of the Terminal User to timely inform the Terminal Operator in case the LNGC hired by the same User for the discharge of any quantity of LNG greater to 155,000 lcm requires deviation from the rules and instructions provided in the present procedure and/or dedicated arrangements to be taken to perform the discharge, in particular in respect of sloshing issues of the LNGC employed by the User for the discharge that may affect the present discharge rules or require dedicated measures to be implemented. The Terminal Operator shall be not responsible in case of failure to implement rules or arrangements that are different or additional to those provided under the present procedure in order to allow the discharge of a quantity of LNG exceeding 155,000 lcm and up to 180,000 lcm: it remains a discretionary and undisputable decision of the Terminal Operator to implement and agree on rules or arrangements that are different or additional to those provided under the present procedure.

All rules and provisions set out in the present document are to be intended as agreed and accepted by the Users of the "FSRU Toscana" Terminal as a substantive part of the Regasification Code of the same Terminal and, in particular, of the Capacity Contract entered into with the Operator.

The actual awarding to a User of one or more Discharge Slot allowing the discharge of LNG quantity up to 180,000 lcm at the Terminal shall constitute express acceptance by the same awarded User of this document which, therefore, shall be binding for any purpose upon the same User.