

Terminal Rules

Version 5.0

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1. GENERAL PROVISIONS

1.1 Objectives

- 1.1.1** This document reports the Terminal Rules for the use of the Terminal.
- 1.1.2** The Terminal Rules establish the terms and procedure for the use of the Terminal covering the Requirements for Access to the Terminal Services, the Capacity Allocation Procedure, the Annual Service Schedule and all other terms and procedures that are necessary for the use of the Terminal by the Terminal Operator and the Terminal Users.
- 1.1.3** The Terminal Rules, with all its annexes, must be read and interpreted in conjunction with all other contractual documents, among which the Terminal Service Contract, including the Special Provisions and the General Terms and Conditions, and the Joint Terminal Use Contract. Together, they form the Contract Package to be complied with when applying for capacity allocation, using the Terminal Services and in all other applicable contractual or commercial relations between the parties in relation to the Terminal.

1.2 Legal basis

- 1.2.1** The Terminal Rules have been developed under the principles of efficiency, non-discrimination, safety, transparency and confidentiality of market-sensitive information, as provided for by the legal basis summarized in clauses 1.2.2 -1.2.3.
- 1.2.2** The European legal basis includes the Directive 2009/73/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in Natural Gas and repealing Directive 2003/55/EC, the Regulation (EC) No 715/2009 of the European Parliament and of the Council of 13 July 2009 on conditions for access to the Natural Gas transmission networks and repealing Regulation (EC) No 1775/2005 and the Regulation (EU) 2017/1938 of the European Parliament and of the Council of 25 October 2017 concerning measures to safeguard the security of gas supply and repealing Regulation (EU) No 994/2010.
- 1.2.3** The Finnish legal basis includes the Natural Gas Market Act (2017/587, as amended), Act on the Supervision of the electricity and gas market (590/2013, as amended), Act on Safeguarding Security of Supply (1390/1992, as amended), Government Decree on the National Emergency Supply Agency (455/2008, as amended), Government Decree on the National Emergency Supply Agency (1048/2018), Act on Compulsory Stockpiles of Imported Fuels (1071/1994, as amended), Act on Security Stockpiling (970/1982, as amended), Government Decree on Security Stockpiling Programme (460/2018, as amended), as well as the TSO's Terms and Conditions of Transmission Service and the Terms and Conditions of Balancing.

1.3 LNG and Natural Gas ownership

- 1.3.1** The ownership of the LNG and the Natural Gas regasified from the LNG at the Terminal remains with the Terminal Users at all times. The custody of the LNG shall pass from the Terminal User to the Terminal Operator when LNG is delivered at the Terminal (at the point where the outlet flanges of the LNG Carrier connect with the inlet flanges of the LNG loading hoses of the Terminal), and the custody shall pass from the Terminal Operator to the Terminal User when Natural Gas regasified from such LNG is injected at the Natural Gas transmission network entry point or when such LNG is reloaded from the Terminal into the LNG Carrier. While in the Terminal Operator's custody, the Terminal Operator shall be liable for any loss of LNG (excluding Fuel Gas, as set out in clause 11.2, and any other loss of LNG permitted pursuant to the Contract Package), and, to the extent any LNG is lost due to breach of the Contract Package by the Terminal Operator, the Terminal Operator shall pay as a sole and exclusive remedy to the Terminal User an amount equal to the quantity of such lost LNG multiplied by the LNG Price, subject to the limitations of liability set out in section 5 (Indemnities and Limitations of Liability) of the General Terms and Conditions.

2. DEFINITIONS

The definitions adopted in this Terminal Rules document, including annexes, are presented hereinafter:

- 2.1.1** Actual Reloading Time – actual time for an LNG Carrier to complete LNG Reloading. It starts when the LNG Carrier is all fast alongside the Terminal and ends when the unloading and return hoses are disconnected from the LNG Carrier and the ship-to-ship gear is all returned to the Terminal.
- 2.1.2** Actual Unloading Time – actual time for an LNG Carrier to complete LNG Unloading. It starts when the LNG Carrier is all fast alongside the Terminal and has taken all such necessary actions in order to complete the pre-transfer meeting and be ready with respect to commencing the ship-to-ship transfer, with the unloading and return hoses attached to the LNG Carrier and the cargo lines on the Terminal and the LNG Carrier cooled. It ends when the unloading and return hoses are disconnected from the LNG Carrier and the ship-to-ship gear is returned to the Terminal.
- 2.1.3** Action – meaning set out in section 8.2.3 of the General Terms and Conditions.
- 2.1.4** Adjusted Late Spot Slot – a Terminal User's right to use the Terminal within a Scheduled Slot with reduced discharge volume and limited regasification and/or reloading period as set out in clause 8.7.17.
- 2.1.5** Adverse Weather Conditions – weather and/or sea conditions experienced or forecast at the Port which are sufficiently severe either: (a) to delay or prevent an LNG Carrier from proceeding to the Terminal, unloading, reloading or departing from Terminal in accordance with the weather standards prescribed in rules and regulations in effect at the Port or by order of the Port Master; or (b) to cause an actual determination by the Master of the Terminal or the LNG Carrier that it is unsafe for the LNG Carrier to proceed to berth, unload, reload or depart from the Terminal.
- 2.1.6** Affiliate – in respect of a Party, any Person that Controls, is Controlled by or under common Control of such Party; provided, however, that no Governmental Authority shall be considered an Affiliate of the Party.
- 2.1.7** Allotted Reloading Time – time allocated for LNG Reloading of an LNG Carrier cargo, equal to the volume of the LNG to be reloaded in cubic meters divided by a value to be defined on the basis of the characteristics of the considered LNG Carrier.
- 2.1.8** Allotted Unloading Time – time allocated for LNG Unloading of an LNG Carrier cargo, equal to the volume of LNG to be unloaded in cubic meters divided by 4,500 and then increased by 8 hours.
- 2.1.9** Amendable Documents – has the meaning set out in clause 12.1.1.
- 2.1.10** Annual Capacity – Terminal Capacity which is left unallocated after the annual Long Term Capacity Allocation Procedure and is allocated for the next calendar year.
- 2.1.11** Annual Capacity Allocation Procedure – Capacity Allocation Procedure for Annual Capacity.

- 2.1.12** Annual Service Schedule – schedule specifying the Scheduled Slots, in terms of volumes, dates, and relative flexibility ranges, over one Calendar Year.
- 2.1.13** Applicant – a party either submitting a request to obtain one or more Slots from the Terminal Operator in the annual Capacity Allocation Procedure or in the Spot Capacity Allocation Procedure, or a party requesting to become a Registered Applicant.
- 2.1.14** Bank Guarantee – Guarantee issued by a reputable credit institution which is domiciled in the European Economic Area, in the US, in the UK or Switzerland and has a credit rating not lower than the minimum credit rating set out in clause 6.2.2.
- 2.1.15** Biomethane liquefaction Service - an optional flexibility service provided by the Terminal Operator for the conversion of a Terminal User's biomethane Proof of Sustainability (PoS) certificate into a Bio-LNG PoS certificate in accordance with the applicable International Sustainability and Carbon Certification (ISCC) requirements.
- 2.1.16** Boil Off Gas or BOG – Natural Gas generated from the evaporation of the LNG stored at the Terminal.
- 2.1.17** Borrower – Joint Terminal User who borrows LNG for LNG Regasification and/or LNG Reloading from another Joint Terminal User (Lender), in accordance with the Joint Terminal Use Contract and the Terminal Rules.
- 2.1.18** Business Day – one of the days from Monday to Friday, excluding the public holidays of Finland.
- 2.1.19** Calendar Year – 12 months period beginning at 7.00 am Eastern European Time (EE(S)T) on 1st January of each Calendar Year and ending at 7.00 am EE(S)T on 1st January of the following Calendar Year.
- 2.1.20** Calendar Year Quarter – one of the four three-month periods within a Calendar Year, being any of the following periods:
- 2.1.20.1 period beginning at 7.00 am Eastern European Time (EE(S)T) on 1st January of each Calendar Year and ending at 7.00 am EE(S)T on 1st April of the same Calendar Year;
 - 2.1.20.2 period beginning at 7.00 am Eastern European Time (EE(S)T) on 1st April of each Calendar Year and ending at 7.00 am EE(S)T on 1st July of the same Calendar Year;
 - 2.1.20.3 period beginning at 7.00 am Eastern European Time (EE(S)T) on 1st July of each Calendar Year and ending at 7.00 am EE(S)T on 1st October of the same Calendar Year; or
 - 2.1.20.4 period beginning at 7.00 am Eastern European Time (EE(S)T) on 1st October of each Calendar Year and ending at 7.00 am EE(S)T on 1st January of the following Calendar Year.
- 2.1.21** Capacity Allocation Procedure – procedure in which the interested parties (Applicants) formally request the allocation of Terminal Capacity and the Terminal Operator grants them capacity products in accordance with the Terminal Rules.

- 2.1.22** Commercially Reasonable Endeavours – means, in respect of a Party, commercially reasonable endeavours which: (a) would be within the contemplation of a reasonable Person in the position of that Party at the time of executing the Contract Package; and (b) do not require that Party to expend material funds or assume material liabilities other than expenditures and liabilities which would be within the contemplation of a reasonable Person in the position of that Party at the time of executing the Contract Package.
- 2.1.23** Confidential Information – meaning set out in Section 7 (Confidentiality) of the General Terms and Conditions.
- 2.1.24** Contract Package – the Terminal Service Contract, the Special Provisions and the Joint Terminal Use Contract and all annexes and sub-annexes thereof (including, but not limited to, the Terminal Rules, the General Terms and Conditions).
- 2.1.25** Control – in respect of any Person, the ability (directly or indirectly) to direct that Person's affairs and/or control the composition of its board of directors or equivalent body, including by means of: (a) the ownership or control (directly or indirectly) of more than fifty point zero percent (50.0%) of the voting share capital of that Person; (b) the ability to direct the casting of more than fifty point zero percent (50.0%) of the votes exercisable at general meetings of that Person on all, or substantially all, matters; or (c) the right to appoint or remove directors of the relevant Person holding a majority of the voting rights at meetings of the board of directors or equivalent body of that Person on all, or substantially all, matters, and Controlled shall be construed accordingly.
- 2.1.26** Daily Regasification Nomination – notification sent by the Terminal User to the Terminal Operator of the planned quantity of Natural Gas that such Terminal User intends to regasify and inject at the entry point of the Natural Gas transmission network, on a specific Gas Day.
- 2.1.27** Daily Reloading Nomination – notification sent by the Terminal User to the Terminal Operator of the planned quantity of LNG that such Terminal User intends to reload from the Terminal into a specific LNG Carrier, on a specific Gas Day.
- 2.1.28** Daily Unloading Nomination – notification sent by the Terminal User to the Terminal Operator of the planned quantity of LNG that such Terminal User intends to unload at the Terminal on a specific Gas Day.
- 2.1.29** Disclosing Party – meaning set out in section 7 (Confidentiality) of the General Terms and Conditions.
- 2.1.30** Encumbrance – any mortgage, charge, pledge, lien or other security interest and right of first refusal, right of leasehold or any other encumbrance of any kind.
- 2.1.31** Energy Identification Code or EIC – standard code scheme for internal European energy markets used, for example, to uniquely identify market participants.
- 2.1.32** Extension Service – Optional service providing flexibility to Regasification Service set out in clause 4.1, where the Terminal User's Scheduled Slot and time for storing LNG is extended as set out in clause 4.3.

- 2.1.33** FM Control Entity – (a) where the Terminal User is the affected Party in respect of a Force Majeure event: the Terminal User, all of the Terminal User's Affiliates and any of their respective directors, officers and employees; and (b) where the Terminal Operator is the affected Party in respect of a Force Majeure event: the Terminal Operator and all of the Terminal Operator's Affiliates and any of their respective directors, officers and employees.
- 2.1.34** Force Majeure or FM – meaning set out in section 4 (Force Majeure) of the General Terms and Conditions.
- 2.1.35** Fuel Gas – the amount of LNG and/or Natural Gas used as Terminal fuel as further described in clause 11.2.
- 2.1.36** General Terms and Conditions – the general terms and conditions, published on the Terminal Operator's website, concerning the use of the Terminal, and the annexes thereof.
- 2.1.37** Gas Day – 24 hours period starting at 7.00 am on a day and ending at 7.00 am on the following day, Eastern European Time (EE(S)T).
- 2.1.38** Governmental Authority – (a) any international, federal, state, or local administrative, executive, legislative, or judicial governmental authority and any agency, ministry, department, court, commission, board, agency, stock exchange, institution, political subdivision thereof, or similar entity of any such authority with jurisdiction over the matter at issue; (b) any maritime and other applicable authorities of the country of the flag state of the Terminal (i.e. Belgium); (c) any maritime and other applicable authorities at the Port; (d) the International Maritime Organisation; or (e) any other governmental, maritime, port, terminal or other applicable authority having jurisdiction over the Terminal or as the case may require, the Terminal Operator, the Terminal User or Excelebrate Energy Finland, LCC.
- 2.1.39** Guarantee – irrevocable first demand unconditioned guarantee securing the obligations of the Terminal User under the Contract Package, the obligations of an Applicant under the Terminal Capacity request, or the Joint Terminal User's obligations under the Joint Terminal Use obligations, as applicable.
- 2.1.40** Individual Annual Service Schedule – Annual Service Schedule of a single Terminal User, containing only the Scheduled Slots assigned to such Terminal User.
- 2.1.41** Interconnected infrastructure – The European Union (EU) interconnected gas grid operates as a single mass balancing system, as defined within Implementing Regulation 2022/996 (IR, Art. 19, 2. (d)).
- 2.1.42** In-Tank-Transfer – a transfer of LNG in the Terminal's storage tanks between Terminal User.
- 2.1.43** Joint Terminal Use – simultaneous use of the Terminal Services by multiple Terminal Users in accordance with the provisions of the Terminal Rules and the Joint Terminal Use Contract.
- 2.1.44** Joint Terminal Use Contract – the joint terminal use contract entered into between the Terminal Operator and all the Joint Terminal Users establishing the conditions for the Joint Terminal Use, including all annexes thereof.

- 2.1.45** Joint Terminal User – any Terminal User, except the Terminal Users to whom only Late Spot Scheduled Slots are allocated or a Terminal User who has acquired volumes at the terminal through an ITT as described in clause 4.5, that lends own delivered LNG to other Terminal Users and/or borrows LNG delivered to the Terminal by other Terminal Users, according to the provisions of the Terminal Rules and the Joint Terminal Use Contract.
- 2.1.46** Late Spot Scheduled Slot – Scheduled Slot which is allocated to a Terminal User in the Spot Capacity Allocation Procedure and regarding which Special Provisions are signed after the approval of the last Annual Service Schedule preceding the start of the Calendar Year Quarter during which such Scheduled Slot is.
- 2.1.47** Law – any constitution, statute, order, rule, decree, executive order, ruling, decision, law (including HSE laws), code, regulation, ordinance, guidance or other similar authority enacted, approved or promulgated by any Governmental Authority or any international convention, code or treaty, each as is applicable in the circumstances and as the same may be modified and amended from time to time during the term of the Terminal Service Contract or the Joint Terminal Use Contract, as applicable.
- 2.1.48** Lender – Joint Terminal User who lends LNG for LNG Regasification and/or LNG Reloading to another Joint Terminal User (Borrower), in accordance with the Joint Terminal Use Contract and the Terminal Rules.
- 2.1.49** Liabilities – all liabilities, costs, claims, disputes, demands, suits, legal or administrative proceedings, judgments, damages, losses and expenses (including reasonable legal fees and other reasonable costs of litigation).
- 2.1.50** LNG – Liquefied Natural Gas – Natural gas in liquid form.
- 2.1.51** LNG Carrier – ship designated for transportation of LNG.
- 2.1.52** LNG Heel – minimum amount of LNG required for Terminal operations that must remain stored in the Terminal in all circumstances.
- 2.1.53** LNG Price: the lower of: (i) actual invoiced price paid (net of all discounts and rebates) for the relevant LNG using the “last in first out” principle; and (ii) twelve percent (12%) of Brent. For the purpose of this definition, Brent shall be calculated as follows:
- (a) “Brent” is equal to the arithmetic average of all BRICE (US/bbl) prices for the month immediately preceding (and not including) the month in which the relevant LNG was delivered, rounded to the fourth (4th) decimal place.
- (b) “BRICE” (US/bbl) for a given month is equal to the settlement price for each quoted day of that month as published on the Intercontinental Exchange (ICE) London of the first (1st) line ICE Brent Crude Futures (Monthly) contract. The first line settlement price will be used except for the expiration date of each maturity. On such date, the applicable pricing quotation will be rolled to the second nearby maturity.
- 2.1.54** LNG Regasification – process occurring at the Terminal in which the LNG, in liquid state, is converted into Natural Gas, in gaseous state.

- 2.1.55** LNG Reloading – loading of the LNG from the Terminal into an LNG Carrier, in compliance with the provisions of the Terminal Rules.
- 2.1.56** LNG Unloading – unloading of the LNG from an LNG Carrier to the Terminal, in compliance with the provisions of the Terminal Rules.
- 2.1.57** Long-term Capacity – Terminal Capacity which is allocated over a period determined by the Terminal Operator (but at least for two years ahead from allocation year) for each considered Calendar Year.
- 2.1.58** Long-term Capacity Allocation Procedure – Capacity Allocation Procedure for Long-term Capacity.
- 2.1.59** Master – any person legally and duly certified and appointed as commanding officer, or in his/her absence his/her duly authorised deputy, responsible for the navigation and management of an LNG Carrier, or for the management of the Terminal, or for the management of the Port.
- 2.1.60** Matching Process – the process of comparing and aligning processed quantities of Natural Gas for Terminal Users and Shippers at both sides of an entry point, which results in confirmed quantities for the Terminal Users and Shippers.
- 2.1.61** Money Laundering Laws – meaning set out in section 8.2.2 of the General Terms and Conditions.
- 2.1.62** Natural Gas or Gas – Natural gas in gaseous state, which results from LNG Regasification.
- 2.1.63** Net Borrowed Quantity – Quantity of LNG borrowed by a single Joint Terminal User i from another single Joint Terminal User j net of the quantity of LNG returned by such Joint Terminal User i to such other Joint Terminal User j , within a Calendar Year Quarter within the provisions of Joint Terminal Use, calculated as per the following formula (which can give positive, negative or zero as a result):

$$\text{Net Borrowed Quantity of } i \text{ towards } j = \sum_{d=d1}^D C_{\text{borrowed by } i \text{ from } j, \text{day } d} - \sum_{d=d1}^D C_{\text{returned by } i \text{ to } j, \text{day } d}$$

where:

$C_{\text{borrowed by } i \text{ from } j, \text{day } d}$ = quantity of LNG for LNG Reloading and/or LNG Regasification, including the relative quantity of LNG consumed by the Terminal as Fuel Gas as per clause 11.2, which is borrowed by i from j on the Gas Day d , expressed in energy value (MWh). Such value is intended as positive when borrowed by i from j , and as negative when borrowed by j from i ;

$C_{\text{returned by } i \text{ to } j, \text{day } d}$ = quantity of LNG for LNG Reloading and/or LNG Regasification, including the relative quantity of LNG consumed by the Terminal as Fuel Gas as per clause 11.2, which is returned by i to j on the Gas Day d , expressed in energy value (MWh). Such value is intended as positive when returned by i to j , and as negative when returned by j to i ;

$d1$ = first Gas Day of the considered Calendar Year Quarter;

D = Gas Day, belonging to the considered Calendar Year Quarter, up to which the Net Borrowed Quantity is calculated.

The Net Borrowed Quantity of Joint Terminal User *i* towards Joint Terminal User *j* is equal in value but opposite in sign to the Net Borrowed Quantity of Joint Terminal User *j* towards Joint Terminal User *i*:

$$\text{Net Borrowed Quantity of } i \text{ towards } j = - \text{Net Borrowed Quantity of } j \text{ towards } i$$

- 2.1.64** Party – meaning set out in the Terminal Service Contract.
- 2.1.65** Permit – any permit, approval, consent, waiver, exemption, variance, franchise, authorization, license or certification of or from any Governmental Authority.
- 2.1.66** Person – any individual, firm, corporation, partnership, joint venture, trust, unincorporated organization, association or Governmental Authority.
- 2.1.67** Port – the port of Inkoo, Finland.
- 2.1.68** Proof of Sustainability (PoS) – a certificate verifying that the gas meets sustainability and greenhouse gas (GHG) reduction criteria under applicable legislation.
- 2.1.69** Privacy Policy – meaning set out in section 9 (Information Security and Data Protection) of the General Terms and Conditions.
- 2.1.70** Prohibited Payment – meaning set out in Section 8.2.1 of the General Terms and Conditions.
- 2.1.71** Pro-rata Capacity Share – Percentage of Terminal Regasification Capacity allocated to the Joint Terminal User within a specific Calendar Year Quarter, calculated as per following formula:

$$\frac{C_j}{\sum_j^N C_j}$$

where:

C_j = LNG volume (in energy value) that shall be unloaded to the Terminal for the Regasification Service by a Joint Terminal User *j* within a specific Calendar Year Quarter, pursuant to such Joint Terminal User *j*'s Individual Annual Service Schedule;

N = Total number of Joint Terminal Users to whom Scheduled Slots (other than Late Spot Scheduled Slots) have been allocated for the Regasification Service in their Individual Annual Service Schedule within a specific Calendar Year Quarter.

The above figure shall be calculated on the basis of the last Annual Service Schedule approved prior to the start of the relevant Calendar Year Quarter, and shall therefore exclude any Late Spot Scheduled Slots; if needed, this figure can be further updated as set in clause 9.3.7.1.

- 2.1.72** Reasonable and Prudent Operator or RPO – the operator of a vessel acting in good faith with the intention of performing its contractual obligations and who in so doing and in the general conduct of its undertaking exercises that degree of skill and diligence, prudence and foresight which would reasonably and ordinarily be exercised by a skilled and experienced operator complying with applicable Laws engaged in the same or similar type of undertakings to the highest standards available under the same or similar circumstances, with due regard to the interests of both Parties.
- 2.1.73** Receiving Party – meaning set out in section 7 (Confidentiality) of the General Terms and Conditions.

- 2.1.74** Regasification Service – Terminal Service comprising of LNG Carrier acceptance and mooring, LNG Unloading, temporary LNG storage in connection with LNG Regasification, LNG volume and quality metering, Boil Off Gas management, LNG Regasification, Natural Gas injection into the transmission network, and the related support and administrative services provided by the Terminal Operator.
- 2.1.75** Registered Applicant – an Applicant that has positively ended the registration process as set out in clause 7.1.
- 2.1.76** Reloading Service – Terminal Service that can be provided by the Terminal Operator to a Terminal User as an optional addition to the Regasification Service, as set out in clause 4.2.
- 2.1.77** Representative – meaning set out in section 7 (Confidentiality) of the General Terms and Conditions.
- 2.1.78** Requirements for Access – all requirements for, or obligations of, the Terminal User or the Applicant, as applicable, set out in clause 6.
- 2.1.79** Restricted Jurisdiction – any country or territory that is the target of comprehensive country- or territory-wide Sanctions at the relevant time, and which are for reference as of 20 May 2022, Cuba, Iran, North Korea, Syria and the following regions of Ukraine: Crimea, Donetsk and Luhansk.
- 2.1.80** Restricted Party – a Person that is: (a) listed on, or Controlled by a Person listed on, a Sanctions List; (b) in the case of: (i) an individual, ordinarily resident in a Restricted Jurisdiction; or (ii) a Person other than an individual, incorporated or constituted under the laws of a Restricted Jurisdiction, or a Person who is Controlled by such a Person; (c) acting on behalf, at the direction or for the benefit of a Person referred to in limb (a) or limb (b) of this definition; or (d) otherwise the target of Sanctions.
- 2.1.81** Restricted Transaction – any transaction, financial or otherwise, prohibited by Sanctions.
- 2.1.82** Sanctioned Goods – meaning set out in section 8 (Sanctions, anti-bribery and corruption and anti-money laundering) of the General Terms and Conditions.
- 2.1.83** Sanctions – any trade, economic or financial sanctions laws, regulations, embargoes, resolutions, decrees or restrictive measures administered enacted or enforced by one (1) or more Sanctions Authorities, and Sanctioned shall be construed accordingly.
- 2.1.84** Sanctions Authorities – a) the United Nations; b) the U.S.; c) the European Union or its member states; d) the U.K.; e) Switzerland; f) the national government with jurisdiction over the Port; g) the national government with jurisdiction over the Terminal Operator; h) and the governments and official institutions or agencies of any of limbs a) - g) of this definition, including the OFAC, the U.S. Department of State, the Council of the European Union and His Majesty's Treasury.

- 2.1.85** Sanctions List – the Specially Designated Nationals and Blocked Persons list maintained by the OFAC, the Sectoral Sanctions list maintained by the OFAC, the Foreign Sanctions Evaders list maintained by the OFAC, the Consolidated List of Persons and Entities subject to Financial Sanctions maintained by the European Commission, the Consolidated List of Financial Sanctions Targets maintained by His Majesty's Treasury, and/or any similar list maintained by, or public announcement of a Sanctions designation made by, one (1) or more Sanctions Authorities (including, for the avoidance of doubt, any lists in the annexes of any Sanctions), each as amended, supplemented or substituted from time to time.
- 2.1.86** Scheduled Slot – Slot scheduled in the Calendar Year, i.e., Slot to which a start date and an end date (or range of dates) are assigned within the Calendar Year.
- 2.1.87** Service Tariff or Tariff – the price to be paid by the Terminal User for the Terminal Services.
- 2.1.88** Shipper – entity that is allowed to transport regasified Natural Gas in the Natural Gas transmission network, holding a valid transport contract in accordance with the regulations established by the TSO; such entity can be either the Terminal User itself or a third party having a contractual relationship with the Terminal User.
- 2.1.89** Slot – portion of the Terminal Capacity, identified by a standard range of LNG volume and a standard range of time, in number of Gas Days, which can be allocated to the Terminal Users for the provision of the Terminal Services.
- 2.1.90** Special Provisions – the special provisions agreement entered into between the Terminal User and the Terminal Operator in form set out in Schedule 1 (Form of Special Provisions) of the Terminal Service Contract.
- 2.1.91** Spot Capacity – Terminal Capacity which is left unallocated after the annual Capacity Allocation Procedure or results from changes in the Annual Service Schedule.
- 2.1.92** Spot Capacity Allocation Procedure – Capacity Allocation Procedure for Spot Capacity.
- 2.1.93** Surveyor – third-party inspector witnessing quality and volume measurements, who possess the required knowledge and/or skills to understand the quality and volume measurements and evaluate their potential incompliance with applicable requirements. The inspector shall be independent i.e., not an employee, manager, officer, representative or agent of the Terminal Operator or the Terminal Users and shall not have any interest that may affect her/his impartiality concerning the aforementioned measurements.
- 2.1.94** Tax – means any income (however measured and including capital gains taxes), gross receipts, withholding, license, payroll, employment, excise, severance, occupation, premium, windfall profits, transfer, environmental, customs duties, capital stock, franchise, profits (however measured and including capital gains taxes), value-added, unemployment, disability, property, use, registration, alternative, add-on minimum, estimated or other tax, levy, impost, royalty, fee or charge imposed by or under the authority of any Governmental Authority, including any interest, penalty or addition thereto.
- 2.1.95** Terminal – the LNG terminal operated by Floating LNG Terminal Finland Oy (FLTF Oy).

- 2.1.96** Terminal Capacity – Terminal Regasification Capacity and Terminal Reloading Capacity.
- 2.1.97** Terminal Operator – Floating LNG Terminal Finland Oy.
- 2.1.98** Terminal Regasification Capacity – capacity of the Terminal to provide the Regasification Service in a considered period of time (e.g., Calendar Year), which is limited by the Terminal technical, environmental and operational characteristics, the Port characteristics and operations, the Natural Gas network requirements and constraints and other external factors.
- 2.1.99** Terminal Reloading Capacity – capacity of the Terminal to provide the Reloading Service in a considered period of time (e.g. Calendar Year), which is limited by the Terminal technical, environmental and operational characteristics, the Port characteristics and operations, and other external factors.
- 2.1.100** Terminal Rules – complete set of procedures, instructions and requirements as defined in the present document and the relative annexes.
- 2.1.101** Terminal Service Contract – the terminal service contract entered into between the Terminal User and the Terminal Operator regarding the use of the Terminal Services, including all annexes and sub-annexes thereof.
- 2.1.102** Terminal Services – services offered by the Terminal Operator to Terminal Users.
- 2.1.103** Terminal User – entity that signed the Terminal Service Contract for the purchase of Terminal Services from the Terminal Operator and, if applicable, the Joint Terminal Use Contract.
- 2.1.104** Time Charter Party or TCP– the Time Charter Party and LNG Storage and Regasification Agreement between the Terminal Operator and Excelebrate Energy Finland, LCC, dated 20 May 2022.
- 2.1.105** Total Loss – (a) the actual, constructive, compromised, arranged or agreed total loss of the Terminal; or (b) the Terminal destruction, damage beyond economic repair or being rendered permanently unfit for normal use for any reason whatever.
- 2.1.106** Total Loss Date – in respect of the Terminal: (a) in the case of an actual total loss or destruction, the date on which it occurs (or if not known, the date on which the Terminal was last heard of); or (b) in the case of damage beyond economic repair, being rendered permanently unfit for normal use, or use, or an arranged, agreed or constructive total loss, the date on which this is agreed by the insurers as being a total loss.
- 2.1.107** Transferee – Terminal User, or Person meeting the requirements of Terminal User, obtaining a Scheduled Slot or volumes at the terminal through an In-Tank-Transfer, and all the relative rights and Liabilities, from another Terminal User according to the provisions of the Terminal Rules.
- 2.1.108** Transferor – Terminal User transferring a Scheduled Slot or volumes at the terminal through an In-Tank-Transfer, and all the relative rights and Liabilities, to another Terminal User according to the provisions of the Terminal Rules.
- 2.1.109** Transmission System Operator or TSO – Gasgrid Finland Oy.

2.1.110 Unscheduled Slot - Slot booked during the Long-term Capacity Allocation procedure which has not yet been scheduled for the Calendar Year in question.

3. TERMINAL CHARACTERISTICS

3.1 General characteristics

- 3.1.1** The Terminal is located in the port of Inkoo, Finland and the Port geographical coordinates are N 60° 00' 51.8" - E 23° 55' 12.7".
- 3.1.2** Detailed description of the Port (technical characteristics, port fees and tugs services, procedures for accessing the Port, traffic and weather conditions) can be retrieved at the Port website, which is <https://www.inkooshipping.fi/en/>. For the sake of clarity, the above information as well as any other data or information about the Port included in the Contract Package has been provided for information purposes only and the Terminal Operator does not guarantee the accuracy of such information or data.
- 3.1.3** The Terminal consists of four LNG storage tanks, closed loop Regasification system and a measuring system. Flexible hoses are used for LNG Unloading and/or LNG Reloading while there are two unloading arms for Natural Gas send-out.
- 3.1.4** The Terminal is connected to the Finnish Natural Gas transmission network operated by the TSO.

3.2 Technical characteristics

- 3.2.1** The main technical characteristics of the Terminal are:

Total LNG storage capacity	148 806 m ³ LNG (filling to 98.5%)
LNG Heel level	As set out in clause 3.2.2
Maximum LNG Unloading rate	4 500 m ³ /h LNG
Minimum cargo for LNG Unloading	65 000 m ³ LNG, unless agreed otherwise
Minimum LNG Reloading rate, in the case of LNG Regasification being performed at the same time of LNG Reloading	562 m ³ /h LNG
Minimum LNG Reloading rate, in the case of LNG Regasification not being performed at the same time of LNG Reloading	562 m ³ /h LNG
Maximum LNG Reloading rate, in the case of LNG Regasification being performed at the same time of LNG Reloading	4 500 m ³ /h LNG (subject to technical parameters and agreed upon)
Maximum LNG Reloading rate, in the case of LNG Regasification not being performed at the same time of LNG Reloading	4 500 m ³ /h LNG
Minimum cargo for LNG Reloading	1 500 m ³ LNG, unless agreed otherwise
Maximum cargo for LNG Reloading	60 000 m ³ LNG, unless agreed otherwise

Minimum LNG Carrier size	Subject to LNG Unloading / LNG Reloading compatibility study, as described in Annex 1
Maximum LNG Carrier size	12 m draft, 300 m length, 50 m width, unless agreed otherwise
Minimum LNG Regasification rate	223 000 Nm ³ /h Natural Gas
Nominal LNG Regasification rate	558 000 Nm ³ /h Natural Gas
Maximum LNG Regasification rate¹	670 000 Nm ³ /h Natural Gas

- 3.2.2** The Terminal Operator has faculty to set the LNG Heel level between 4 000 m³ and 10 000 m³ LNG. Such level will be communicated to all Terminal Users and may be subject to changes during the Calendar Year. Any update will be promptly communicated by the Terminal Operator to the Terminal Users.

¹ Maximum LNG Regasification rate is referred to Terminal, without considering limitation at the entry point of the TSO network. Effective LNG Regasification rate is subject to TSO network constraints.

4. TERMINAL SERVICES

4.1 Regasification Service

- 4.1.1** The Terminal Operator shall provide the Regasification Service to the Terminal Users in accordance with the technical, environmental and operational characteristics of the Terminal, the constraints imposed by the Port characteristics, and limitations related to the Natural Gas network. The provision of services may be limited in the cases prescribed by the Terminal Rules, including, but not limited to, scheduled and unscheduled maintenance as set out in clause 9.9 and Adverse Weather Conditions as set out in clause 9.10.
- 4.1.2** The Regasification Service consists of the related and interdependent services described in clauses 4.1.2.1 - 4.1.2.8, which are intended as part of the whole Regasification Service and not available to the Terminal User separately.
- 4.1.2.1** The acceptance and mooring of the LNG Carrier for unloading provides that, when an LNG Carrier arrives at the Terminal for LNG Unloading within the timing defined in the Annual Service Schedule, the LNG Carrier is accepted by the Terminal Operator and given permission to moor at the Terminal. To access the service, the LNG Carrier must respect the conditions defined in clause 9.4 and must be approved in advance by the Terminal Operator, following the procedure detailed in clause 6.4.
- 4.1.2.2** The LNG Unloading, as defined in clause 2.1.56, consists in unloading the amount of LNG transported by the LNG Carrier into the Terminal over an Actual Unloading Time that shall, subject to clause 9.5, be coherent with the Allotted Unloading Time. The Terminal Operator may accept an Actual Unloading Time exceeding the Allotted Unloading Time in accordance with clause 9.5.12 and pursuant to a separate written agreement between the Terminal Operator and the Terminal User.
- 4.1.2.3** The LNG storage service includes temporary physical storage at the Terminal of the unloaded LNG amount, starting from completion of the LNG Unloading (as defined in clause 4.1.2.2) and terminating with the complete withdrawal of the LNG amount from the Terminal, through LNG Regasification and Natural Gas injection.
- 4.1.2.4** The volume and quality metering service consists in the Terminal Operator's measurements of the LNG and Natural Gas quality and volume performed at the Terminal, in order to assess compliance with the specifications defined in clause 10. The measurements are performed with the frequency and modalities considered necessary by the Terminal Operator for the provision of the Regasification Service and detailed in clause 10.
- 4.1.2.5** The Boil Off Gas management service provides that the Terminal Operator is entirely responsible for the management and use of the Boil Off Gas resulting from normal Terminal operations, which can be used as a commodity (including Fuel Gas) at the Terminal, injected into the Gas network or exceptionally vented into the atmosphere.

- 4.1.2.6** The LNG Regasification service refers to the specific process occurring at the Terminal in which a portion of the stored LNG is converted into Natural Gas, on the basis of the Annual Service Schedule and at a Regasification rate comprised within the limits defined in clause 3.2. LNG Regasification is further detailed in clause 9.5.16.
- 4.1.2.7** The Natural Gas injection service provides that the regasified Natural Gas is delivered to the entry point of the TSO network, as defined in clause 9.5.16.
- 4.1.2.8** Administrative and support services provided by the Terminal Operator are limited to defining and updating the Annual Service Schedule, maintaining a record of the Slots allocated to the various Terminal Users, performing an inventory of LNG and Natural Gas, even in the context of Joint Terminal Use, managing the IT infrastructure of the Terminal, publishing information on the Terminal website and communicating with the Terminal Users, as described in clause 5.
- 4.1.3** Services not explicitly mentioned in clause 4.1.2 are excluded from the Regasification Service. The Terminal Operator is not responsible for offering any additional services that may be necessary for the Terminal User to access the Regasification Service, including, but not limited to, energy supply, water supply, fuel supply, tugs, pilots and LNG Carrier agent services.
- 4.1.4** As optional flexibility addition to the Regasification Service set out in clause 4.1., Terminal Users requesting the Regasification Service shall have the faculty of requesting the additional Reloading Service and Extension Service as set out in clause 4.2 and 4.3.

4.2 Reloading Service

- 4.2.1** The Terminal Operator shall provide the Reloading Service to the Terminal Users as an optional flexibility addition to the Regasification Service set out in clause 4.1. Terminal Users or Applicants requesting Terminal Regasification Capacity during the Spot Capacity Allocation Procedure shall have the faculty of requesting at the same time Terminal Reloading Capacity. Terminal Users that have already Terminal Regasification Capacity allocated during the Calendar Year shall have the faculty of requesting the addition of the Reloading Service during the monthly update of their Annual Service Schedule as set out in clause 9.3. The Terminal Operator may even accept a later request for the Reloading Service, if the Terminal Operator considers that providing the Reloading Service is still operationally possible.
- 4.2.2** The Terminal Operator shall provide the Reloading Service to the Terminal Users in accordance with the technical, environmental and operational characteristics of the Terminal and the constraints imposed by the Port characteristics. The provision of services may be limited in the cases prescribed by the Terminal Rules, including, but not limited to, scheduled and unscheduled maintenance as set out in clause 9.9 and Adverse Weather Conditions as set out in clause 9.10.
- 4.2.3** The Reloading Service consists of the related and interdependent services described in clauses 4.2.3.1 - 4.2.3.5, which are intended as part of the whole Reloading Service and not available to the Terminal User separately.

- 4.2.3.1 The acceptance and mooring of the LNG Carrier for reloading provides that, when an LNG Carrier arrives at the Terminal for LNG Reloading within the timing defined in the Annual Service Schedule, such LNG Carrier is accepted by the Terminal Operator and given permission to moor at the Terminal. To access the service, the LNG Carrier must respect the conditions defined in clause 9.4 and must be approved in advance by the Terminal Operator, following the procedure detailed in clause 6.4.
- 4.2.3.2 The LNG Reloading consists in reloading a portion of the LNG stored at the Terminal into an LNG Carrier on the basis of the Annual Service Schedule and over an Actual Reloading Time that shall, subject to clause 9.5, be coherent with the Allotted Reloading Time. The Terminal Operator may accept an Actual Reloading Time exceeding the Allotted Reloading Time in accordance with clause 9.5.12, and pursuant to a separate written agreement between the Terminal Operator and the Terminal User.
- 4.2.3.3 The volume and quality metering service consists in the Terminal Operator's measurements of the LNG quality and volume performed at the Terminal, in order to assess compliance with the specifications defined in clause 10. The measurements are performed with the frequency and modalities considered necessary by the Terminal Operator for the provision of the Reloading Service and detailed in clause 10.
- 4.2.3.4 The Boil Off Gas management service provides that the Terminal Operator is entirely responsible for the management and use of the Boil Off Gas resulting from normal Terminal operations, which can be used as a commodity at the Terminal, injected into the Gas network or exceptionally vented into the atmosphere.
- 4.2.3.5 Administrative and support services provided by the Terminal Operator are limited to defining and updating the Annual Service Schedule, maintaining a record of the Slots allocated to the various Terminal Users, performing an inventory of LNG and Natural Gas, even in the context of Joint Terminal Use, managing the IT infrastructure of the Terminal, publishing information on the Terminal website and communicating with the Terminal Users, as described in clause 5.
- 4.2.4** Services not explicitly mentioned in clause 4.2.3 are excluded from the Reloading Service. The Terminal Operator is not responsible for offering any additional services that may be necessary for the Terminal User to access the Reloading Service, including, but not limited to, energy supply, water supply, fuel supply, tugs, pilots and LNG Carrier agent services.
- 4.2.5** The Regasification Service shall have priority over the Reloading Service in every circumstance in which conflicts arise and/or a priority shall be assigned between such Terminal Services, including, but not limited to, for scheduling as set out in clause 9.3.15 and for ensuring the continuous, efficient and safe operation of the Terminal as set out in clause 9.11.5.
- 4.2.6** The Terminal User shall have the right to cancel the Reloading Service until 21 days before the start of the Scheduled Slot concerning the Reloading Service.

4.3 Extension Service

- 4.3.1** The Terminal Operator shall provide Extension Service as an optional service adding flexibility to the Regasification Service set out in clause 4.1. The Extension Service extends the Terminal User's regasification and/or reloading period and time for storing LNG in the Terminal.
- 4.3.2** The Terminal Operator shall provide Extension Service to Terminal Users that have been allocated Terminal Regasification Capacity within a Scheduled Slot preceding a free (i.e. unallocated) Scheduled Slot. The provision of Extension Service is subject to clause 9.7, and it shall be provided in accordance with the technical, environmental and operational characteristics of the Terminal and the constraints imposed by the Port characteristics. The Terminal Operator may limit the provision of Extension Service as any other Terminal Service in accordance with the Terminal Rules.
- 4.3.3** The Extension Service consists of the related and interdependent services described in clauses 4.1.2.3 - 4.1.2.8. If the Terminal User requests also Reloading Service to be included in the Extension Service, the Extension Service will additionally consist of the related and interdependent services described in clauses 4.2.3.1 - 4.2.3.5. These services form the whole Extension Service and are not available to the Terminal User separately.
- 4.3.4** Services not explicitly mentioned in clause 4.3.3 are excluded from the Extension Service.

4.4 Biomethane liquefaction Service

- 4.4.1** Provided that the Terminal Operator holds an applicable International Sustainability and Carbon Certification (ISCC), the Terminal Operator may provide Biomethane liquefaction Service to the Terminal Users. The Terminal Operator will separately inform the market participants of the availability of this service. Any changes to the provisions of ISCC rules and regulations, or the interpretation thereof, entitles the Terminal Operator to discontinue the Biomethane liquefaction Service if such changes would affect the provision of the service. In respect of already accepted requests or concluded contracts the Terminal Operator shall use reasonable efforts to continue providing the service before discontinuing the provision of the service.
- 4.4.2** Biomethane-equivalent liquefaction is an optional flexibility service provided by the Terminal Operator for the conversion of a Terminal User's biomethane Proof of Sustainability (PoS) certificate into a Bio-LNG PoS certificate in accordance with the applicable certification requirements. The service is performed according to the mass balance principles as stated in the rules of (ISCC). This is a process within the Interconnected Infrastructure where the quantity of biomethane virtually injected into the gas grid is recognised as Bio-LNG, and a Proof of Sustainability (PoS) for Bio-LNG is issued. The Terminal is recognised as part of the Interconnected gas system and the mass balance system.
- 4.4.3** The Biomethane liquefaction service also includes a virtual storage service in accordance with ISCC certification requirements, which comply with the provisions of the European Union legislation and regulations. As part of this service, the quantity of Bio-LNG transferred by the Terminal User is received, temporarily stored, and kept by the Terminal Operator at the Terminal, ensuring proper accounting of sustainable inventory, traceability, quantity control, and the preservation of the status of these stocks throughout the entire temporary storage period.

- 4.4.4** To be able to use the Biomethane liquefaction service the Terminal User must have existing inventories at the terminal, or be able to prove that relevant inventories will be in place at the terminal prior to the provision of the service, and provide a valid biomethane sustainability certificate.
- 4.4.5** The Terminal User shall submit a request for Biomethane liquefaction Service in accordance with Annex 16 to the Terminal Operator latest 5 business days prior to the planned liquefaction date. The Terminal Operator may accept a request for Biomethane liquefaction Service that is submitted even closer to the planned liquefaction date, if the Terminal Operator considers this is operationally possible. Once reviewed, and provided the request fulfils the requirements set out in this clause 4.4, the Terminal Operator shall confirm the acceptance of the request and provide a separate contract for the Biomethane liquefaction Service to the Terminal User who shall return the signed version of the contract to the Terminal Operator latest one business day before the date of the planned liquefaction. The minimum quantity for the Biomethane liquefaction Service is 8 GWh for each Gas Day.
- 4.4.6** If needed the Terminal User shall requests the Reloading Service separately in accordance with clause 4.2

4.5 In-Tank-Transfer

- 4.5.1** Applicants (Transferor and Transferee) may request an In-Tank-Transfer (ITT) between an existing Terminal User, who has commercial volumes at the terminal during a Slot, and a current, or future, Terminal User who does not have volumes in said Slot. Transferee shall fulfil the requirements for a Terminal User (as per the definition in 2.1.103) or a Registered Applicant (as per the definition in 2.1.75) before the Terminal Operator may accept the ITT. Volumes transferred under the ITT to the Transferee are separate and excluded from the Joint Terminal Use described in clause 9.8. Volumes transferred as an ITT between two Joint Users are described in clause 9.8.10.
- 4.5.2** If needed the Transferee may request the Terminal Operator to communicate the interest to do an ITT to existing Terminal Users holding volumes at the terminal at the time of the requested ITT. This request should specify the requested volumes and timing for the ITT. The Terminal Operator will relay the request to relevant Terminal Users, who will decide whether they wish to be contacted regarding the request. Once an answer is received, the Terminal Operator will announce the decision to the Transferee. The Terminal Operator shall bear no responsibility for any decisions of communication made by Terminal Users.
- 4.5.3** The Applicants (Transferor and Transferee) shall submit an agreement for an ITT in accordance with Annex 15 to the Terminal Operator latest 5 business days prior to the planned ITT date. This request shall contain quantity to be transferred, transfer date and requested regasification period of transferred volume and/or reload date(s). The Terminal Operator shall evaluate whether the requested regasification period and/or reload date(s) in connection with the ITT is operationally possible without negatively affecting the Terminal Services that the Terminal Operator shall provide to (an)other Terminal User(s) during the related period. The Terminal Operator shall accept the requested ITT only if the Terminal Operator considers that it is operationally possible.

- 4.5.4** Once received the Terminal Operator shall within 2 business days either accept, or if some provisions are missing, ask the Transferor and Transferee to update the request within 1 business day (if no other timeline is stated by Terminal Operator). If the Terminal Operator has not received the requested updates within this deadline the Terminal Operator has the right to reject the request. The Terminal Operator can accept an ITT request sent later than 5 days prior to planned transfer date if the Terminal Operator deems this operationally possible.
- 4.5.5** Along with the acceptance of the requested ITT the Terminal Operator shall send the Contract package to the Transferee who shall return the signed version of the Contract package to the Terminal Operator latest one business day before the date of the planned transfer. If not received within this deadline the Terminal Operator may reject the ITT.
- 4.5.6** For the avoidance of doubt, when doing an ITT the title, risk and all obligations of transferred LNG is transferred from the Transferor to the Transferee on the transfer date, but the liability for the Service Tariff is kept with the party who brought the cargo to the terminal. The Terminal Operator reserves the right to reject an ITT request if the effects of the ITT on the Service Schedule would not fall within the Terminal's operational limits. The Terminal Operator does not charge any additional fee for the ITT.

4.6 Additional services

- 4.6.1** The provision of additional services, other than the ones described in clauses 4.1 to 4.5 is not contemplated by the Terminal Operator at present.

5. INFORMATION EXCHANGE

5.1 General principles

- 5.1.1** The Terminal Operator provides information regarding Terminal Services (clause 4), Requirements for Access (clause 6), registration (clause 7), capacity allocation (clause 8), service schedule (clause 9), LNG and Natural Gas quality and volume (clause 10), LNG Heel and Fuel Gas (clause 11), update of Terminal Rules (clause 12), Service Tariff, and any other information needed for the use of the Terminal.
- 5.1.2** Information exchange and all the documentation exchanged between the Terminal Operator and the Terminal User shall be in English, unless agreed otherwise. Documentation intended for the institutions of the Republic of Finland and respective authorities shall be provided by the Terminal Users in Finnish language. When applicable, translation in compliance with applicable Laws shall be provided by the Terminal Users.
- 5.1.3** The Terminal Operator publishes publicly accessible information on its website (clause 5.2). All notices, requests for change (clause 12.2), market-sensitive information and any other information exchanged between the Terminal Operator and the Terminal User must be provided in writing, except for documents requested in original form by applicable Laws.
- 5.1.4** Any circumstances that may represent a potential risk of danger for the Terminal, the LNG Carrier, people or the environment must be promptly notified by the Terminal User or Terminal Operator, as applicable.
- 5.1.5** Any circumstances that may cause incompliance with the Terminal Service Contract, the Special Provisions, the Joint Terminal Use Contract and the applicable Laws must be promptly notified by the Terminal User or Terminal Operator, as applicable.

5.2 Terminal website

- 5.2.1** The Terminal Operator provides publicly accessible information on its website www.gasgrid.fi/fsru, among which:
- Up-to-date versions of the Contract Package;
 - Aggregated data on the Natural Gas delivered at the entry point of the TSO network for each Gas Day;
 - Allocated and free Terminal Capacity;
 - Annual Service Schedule;
 - Maintenance work schedule;
 - Register of approved LNG Carriers;
 - Service Tariff;

- Emergency situations and any other circumstances that can impact the normal operation and availability of the Terminal;
- Privacy Policy;
- Any other information requested to be publicly accessible under the applicable Laws.

5.2.2 The Terminal Operator publishes Urgent Market Messages (UMM) on the terminal website to inform Terminal Users of maintenance works affecting the Terminal as per clause 9.9, limitations due to Adverse Weather Conditions specified in 9.9.6, changes and limitations to the provisions of the Terminal Services, as detailed in clause 9.11.

6. REQUIREMENTS FOR ACCESS

6.1 Legislative and regulatory requirements

6.1.1 When applying for the Terminal Capacity and throughout the term of the Terminal Service Contract, the Applicant or the Terminal User, as applicable, shall meet the following legislative and regulatory requirements:

6.1.1.1 The Applicant or the Terminal User, as applicable, shall comply with applicable Laws and possess all the required authorisations related to Terminal use and related Terminal Services, including but not limited to the ones set out in the Terminal Service Contract, the Joint Terminal Use Contract, the Special Provisions.

6.2 Financial requirements

6.2.1 For the entire period of validity of the Terminal Service Contract, presented in clause 8.6, the Terminal User shall comply with financial requirements, meeting one of the criteria detailed in clauses 6.2.1.1 - 6.2.1.3.

6.2.1.1 The Terminal User must have a credit rating as indicated in clause 6.2.2.

6.2.1.2 If the Terminal User has no established credit rating and is controlled by an Affiliate with a credit rating as indicated in clause 6.2.2, the Terminal User must provide to the Terminal Operator a Guarantee issued by such Affiliate;

6.2.1.3 If the Terminal User has no established credit rating and is controlled by an Affiliate with a credit rating not in compliance with clause 6.2.2, the Terminal User must provide to the Terminal Operator a Bank Guarantee or an equivalent security deposit.

6.2.2 Credit rating referring to long-term unsecured debt must be equal to or exceeding:

- Baa3 if provided by Moody's;
- BBB- if provided by Fitch;
- BBB- if provided by Standard&Poor's.

6.2.3 The Guarantee issued by the Terminal User's Affiliate (clause 6.2.1.2) shall be provided to the Terminal Operator by the Terminal User in accordance with template and instructions provided in Annex 4. The Bank Guarantee (clause 6.2.1.3) shall be provided to the Terminal Operator by the Terminal User in accordance with template and instructions provided in Annex 5.

6.2.4 Evidence of compliance with financial requirements set out in clause 6.2.1 shall be provided to the Terminal Operator by the Terminal User within 10 calendar days after signing the Special Provisions following the Long-term Capacity Allocation Procedure or annual Capacity Allocation Procedure, as per clause 8.6.3. The aforementioned evidence shall be provided together with the signed Special Provisions following a Spot Capacity Allocation Procedure, as per clause 8.7.12, and must be provided before the transfer of the Scheduled Slot from another Terminal User, as per clause 8.9.1. In the case of delays in providing evidence to clauses 6.2.1.2 and 6.2.1.3, the Terminal Operator has the right to apply a penalty calculated according to the formula in Annex 6 (in which case the Terminal User shall pay such penalty to the Terminal Operator).

- 6.2.5** The amount of the Guarantee to be provided by the Terminal User, set out in clause 6.2.1.2 or clause 6.2.1.3, shall be equal to or exceeding the value calculated according to Annex 6. Every time that the amount of the Guarantee calculated according to Annex 6 changes, the Terminal User shall update the Guarantee accordingly and provide evidence to the Terminal Operator within 14 calendar days from the moment when the calculated amount changed.
- 6.2.6** The Terminal User undertakes to deliver to the Terminal Operator, no later than 10 Business Days after the end of each Calendar Year Quarter, an updated Guarantee as set out in clause 6.2.1.2 or clause 6.2.1.3, in form of Annex 4 or Annex 5, as applicable, the amount of which is to correspond to the required amount of the Guarantee calculated pursuant to Annex 6 as per the last date of such Calendar Year Quarter.
- 6.2.7** In case the Terminal User requests Slots during the Long-term Capacity Allocation Procedure (clause 8.3), the validity of the Guarantee set out in clauses 6.2.1.2 and 6.2.1.3 shall begin on the first day of the Calendar Year in which the Terminal User has been allocated a Slot and expire at the earliest 1 month after the last day of provision of the Terminal Service in the last Calendar Year in which the Terminal User has been allocated a slot. If the Terminal User who has booked Long-Term Capacity has continuous use at the Terminal, the Terminal User will be obliged to issue a Guarantee covering all the Slots booked for the next Calendar Year, and this is to be reviewed and updated during the Annual Scheduling every year. If a Terminal User has booked Long-Term Capacity that will start in the future, i.e not the immediately following calendar year, the Terminal User is obliged to set a Guarantee covering all booked Slots in the first year where booked capacity will be used.

- 6.2.8** In case the Terminal User requests Slots during the annual Capacity Allocation Procedure (clause 8.4), the validity of the Guarantee set out in clauses 6.2.1.2 and 6.2.1.3 shall begin on the first day of the Calendar Year and expire at the earliest 1 month after the last day of provision of the Terminal Service in the Calendar Year.
- 6.2.9** In case the Terminal User requests Scheduled Slots during the Spot Capacity Allocation Procedure (clause 8.7), the validity of the Guarantee set out in clauses 6.2.1.2 and 6.2.1.3 shall begin on the first day of the month that the Spot Capacity refers to and shall expire at the earliest as per clause 8.7.6.
- 6.2.10** With reference to financial requirements set out in 6.2.1, if for any circumstances the credit rating of the Terminal User, the Terminal User's Affiliate issuing the Guarantee or the credit institution issuing the Bank Guarantee, as applicable, falls below the requirements set out in clause 6.2.2, the Terminal User shall immediately notify the Terminal Operator of such fall and provide to the Terminal Operator within 10 calendar days from such fall a Bank Guarantee in compliance with clause 6.2.1.3.
- 6.2.11** If the Terminal User receives or reaches a credit rating in compliance with clause 6.2.2, the Bank Guarantee is returned by the Terminal Operator to the Terminal User within 5 calendar days after receiving sufficient evidence of compliance with the minimum credit rating, i.e., in the form of a credit rating certificate.
- 6.2.12** If the Terminal User's Affiliate reaches a credit rating in compliance with clause 6.2.2, the Bank Guarantee can be replaced by a Guarantee issued by the Terminal User's Affiliate. The Bank Guarantee is returned by the Terminal Operator to the Terminal User within 5 calendar days after receiving sufficient evidence.
- 6.2.13** The Terminal Operator has the right to demand a payment based on the Guarantee, partially or in full, if at least one of the conditions described in clauses 6.2.13.1 - 6.2.13.4 arise.
- 6.2.13.1** The Terminal User breaches any of its obligations set out in the Contract Package.
- 6.2.13.2** The Terminal User neglects its payment obligation whatsoever (including, but not limited to, in respect to penalties, damages and compensation for losses).
- 6.2.13.3** The Terminal User becomes noncompliant with the financial requirement set out in clause 6.2.1. This may occur, among other circumstances, as consequence of an increase in the amount of Guarantee due, which is not accompanied by the provision of an additional or updated Guarantee within 20 calendar days from the increase.
- 6.2.13.4** The Terminal User becomes noncompliant with the minimum credit rating requirements set in clauses 6.2.1.1 and 6.2.1.2 and a new Bank Guarantee as per clause 6.2.1.3 is not provided by the Terminal User to the Terminal Operator within 20 calendar days after such a change of credit rating.

- 6.2.14** The Terminal User shall inform the Terminal Operator without undue delay when there is or might be non-compliance with the financial requirements set in 6.2.1. The Terminal User shall, upon the Terminal Operator's request, provide to the Terminal Operator without undue delay audited financial statements and supporting documents, even from the Terminal User's Affiliates in the case set out in clause 6.2.1.2, for the purpose of the Terminal Operator evaluating the Terminal User's financial state.

6.3 Insurance requirements

- 6.3.1** The Terminal User shall be responsible for obtaining and maintaining, in accordance with the General Terms and Conditions, insurance policies set out in the General Terms and Conditions.
- 6.3.2** The Terminal User shall be responsible for ensuring, in accordance with the General Terms and Conditions, that the ship owner of the LNG Carrier used for LNG Unloading and/or LNG Reloading has insurance policies set out in the General Terms and Conditions.

6.4 LNG Carrier requirements

- 6.4.1** The Applicant or the Terminal User, as applicable, undertakes that all the LNG Carriers used for LNG Unloading and/or for LNG Reloading comply with all applicable Laws and international standards, and acquire all necessary Permits to enter and operate in the Port.
- 6.4.2** By submitting its application for Terminal Capacity, the Applicant or the Terminal User, as applicable, undertakes to use for LNG Unloading and/or LNG Reloading only such LNG Carriers that comply with all requirements set out for LNG Carriers in the Contract Package; any risk for potential non-compliance and related consequences is assumed by the Applicant or the Terminal User, as applicable.
- 6.4.3** The Applicant or the Terminal User, as applicable, undertakes that the LNG Carriers used for LNG Unloading and/or LNG Reloading shall have dimensions falling between the minimum and maximum LNG Carrier dimensions defined in clause 3.2. The Applicant or the Terminal User, as applicable, undertakes that the LNG Carriers shall perform the LNG Unloading / LNG Reloading of an LNG cargo comprised between the relevant minimum and maximum LNG cargo, as applicable, defined in clause 3.2. The Terminal Operator has the right to allow LNG Unloading / LNG Reloading with LNG Carriers smaller or larger than the limits provided in clause 3.2.1 with a separate agreement with the Applicant or the Terminal User, as applicable, applying any additional conditions required for the provision of the Terminal Services.
- 6.4.4** The Applicant or the Terminal User, as applicable, undertakes that the LNG Carriers used for LNG Unloading and/or LNG Reloading shall meet the technical requirements provided in Annex 1 and be approved in advance by the Terminal Operator according to the approval procedure therein detailed. The Terminal Operator may apply further technical conditions to comply with technical and operational constraints of the Terminal. For the avoidance of doubt, it is stated that, as described in Annex 1, the Terminal Operator shall not be responsible for ice management (including ice breaking) and the Applicant or the Terminal User, as applicable, shall be solely responsible for the LNG Carriers being able to enter the Port and to use the Terminal despite of ice.

- 6.4.5** On reasonable prior written notice to the Applicant or the Terminal User, as applicable, the Terminal Operator, Excelerate Energy group or any of their representatives acting as an RPO may, at its sole risk and expense, send its representatives (including an independent internationally recognised maritime consultant) to inspect during normal working hours any LNG Carrier used for LNG Unloading and/or LNG Reloading as the Terminal Operator or Excelerate Energy group may consider necessary to ascertain whether the LNG Carrier complies with the provisions of this Terminal Rules. The Terminal Operator shall, or undertakes that Excelerate Energy group shall, solely bear the costs and expenses in connection with any such inspection. Any such inspection may include, as far as is practicable, giving regard to the LNG Carrier's operational schedule, examination of the LNG Carrier's hull, cargo and ballast tanks, machinery, boilers, auxiliaries and equipment; examination of the LNG Carrier's deck and engine scrap/rough and fair copy/official log books; review of records of surveys of the LNG Carrier's classification society and relevant Governmental Authorities; review of the LNG Carrier's insurance policies and other documentation and certificates relating to all necessary LNG Carrier-related approvals; and review of the LNG Carrier's operating procedures and performance of surveys, both in port and at sea.
- 6.4.6** Any inspection carried out by the Terminal Operator or Excelerate Energy group pursuant to clause 6.4.5 shall be limited to visual inspections only and shall not interfere with, or hinder, the LNG Carrier's efficient operation.
- 6.4.7** The Applicant or the Terminal User, as applicable, shall request the approval of an LNG Carrier compatibility study for LNG Unloading/Reloading at the Terminal to the Terminal Operator, according to the form published on the Terminal website as per clause 5.2 and provide to the Terminal Operator all the supporting evidence not later than 90 calendar days before the expected arrival of the LNG Carrier in the Port.
- 6.4.8** The Terminal Operator publishes on its website the register of the approved LNG Carriers for LNG Unloading/Reloading at the Terminal (clause 5.2.1) and constantly performs updates in the case an LNG Carrier is approved or removed from the register.
- 6.4.9** In the case of any changes related to the information provided during the approval procedure of the LNG Carrier, the Terminal Operator shall be promptly informed by the Applicant or the Terminal User, as applicable, and have the right to request to repeat a new approval procedure as per Annex 1.
- 6.4.10** In case of any accident, structural damage or loss of the LNG Carrier requirements as per Annex 1, the Applicant or the Terminal User, as applicable, shall promptly inform the Terminal Operator that may, at its discretion, remove the LNG Carrier from the register of the approved LNG Carriers for LNG Unloading and/or LNG Reloading.
- 6.4.11** If the ship owner of the LNG Carrier is not compliant with the requirements set out in clause 6.3.2, the Terminal Operator has right to cancel the LNG Carrier from the list of approved LNG Carriers used for LNG Unloading and/or LNG Reloading.

6.5 **Loss of requirements**

- 6.5.1** The Applicant or the Terminal User, as applicable, shall immediately notify the Terminal Operator in the case of incompliance with the Requirements for Access, providing all supporting information required and making any reasonable effort to meet such requirements again.

- 6.5.2** The Applicant or the Terminal User, as applicable, may inform the Terminal Operator of any possible noncompliance of another Terminal User or Applicant to the Requirements for Access; in that case, the Applicant or the Terminal User, as applicable, shall provide all available supporting evidence to the Terminal Operator.
- 6.5.3** The Terminal Operator may suspend the provision of the Terminal Services if the Terminal User is not able to provide, during the period of validity of the Special Provisions, evidence of compliance of the requirements set out in clauses 6.1, 6.2, 6.3, and 6.4.
- 6.5.4** The Terminal Operator shall have the right to terminate the Terminal Service Contract in accordance with the General Terms and Conditions if the Terminal User does not satisfy the Requirements for Access.

7. REGISTRATION

7.1 Registration process

- 7.1.1** The Applicant has faculty to apply to become a Registered Applicant prior to the submission of any Terminal Capacity allocation request, by providing the Terminal Operator with the information and documentation set out in clause 7.1.2.
- 7.1.2** When applying to become a Registered Applicant, the Applicant shall provide the Terminal Operator with the information and documentation detailed in clauses 7.1.2.1 - 7.1.2.3.
- 7.1.2.1** The Applicant shall provide copies of its business registration certificate, issued according to the law of the jurisdiction in which it is established, and its articles of association or other founding documents.
- 7.1.2.2** The request shall include the consolidated financial statements of the Applicant and, if applicable, the consolidated financial statements of the Applicant's Affiliate that intends to issue the Guarantee set out in clause 6.2.1.2 during the Capacity Allocation Procedure. The aforementioned consolidated financial statements shall cover the last 3 financial years or the period from the business registration of the Applicant or its Affiliates, if shorter than 3 financial years.
- 7.1.2.3** The Applicant shall provide proof that it or the Applicant's Affiliate (if applicable) is compliant with financial requirements set out in clause 6.2.1.
- 7.1.3** The Terminal Operator shall evaluate the documents set out in clause 7.1.2 within 10 calendar days starting from the day the Terminal Operator has received such documents and provide written communication to the Applicant concerning the acceptance or refusal of the Applicant's registration request or the presence of deficiencies as set out in clause 7.1.4.
- 7.1.4** The Terminal Operator notifies the Applicant if there are deficiencies in the registration request compared to the requirements set out in clause 7.1.2 and asks the Applicant to provide a rectification within a rectification deadline, which should be no less than 5 calendar days from the notice by the Terminal Operator concerning the deficiencies.
- 7.1.5** The Applicant shall submit the rectification of the deficiencies in their request (if any) to the Terminal Operator within 5 calendar days from the Terminal Operator's notification (7.1.4). The Terminal Operator shall evaluate the rectification and provide written communication of acceptance or refusal of the Applicant's registration request within 5 calendar days from the day the Terminal Operator has received the rectification.
- 7.1.6** The Applicant shall inform the Terminal Operator, without undue delay, in the case there are or there might be changes and/or updates to the information and the documentation provided as set out in clause 7.1.2.
- 7.1.7** If the Applicant's registration request has been approved by the Terminal Operator, the registration process is completed, and the Applicant is considered a Registered Applicant.

7.2 Early LNG Carrier approval process

- 7.2.1** The Terminal Operator allows, at its sole discretion, the Registered Applicant to request an early approval of one LNG Carrier prior to the Terminal Capacity allocation request, in accordance with the Terminal Rules.
- 7.2.2** The Registered Applicant acknowledges that in the case there are multiple LNG Carrier approval requests to be handled in parallel, the Terminal Operator shall prioritize the ones submitted by Terminal Users over the ones submitted by any Registered Applicant.

8. CAPACITY PRODUCTS AND ALLOCATION

8.1 Capacity definition

- 8.1.1** Portions of the Terminal Capacity are allocated to Terminal Users as capacity products consisting of Slots that are standard range of periods of time and standard range of LNG volumes, within which the Terminal User allocated to the Slot can obtain the Terminal Services.
- 8.1.2** The parameters defining the Slots and the number of Slots available per Calendar Year depend on the Terminal technical, environmental and operational characteristics, on the Port constraints, on the Natural Gas network limitations, on the scheduled maintenance and on the Terminal Operator's decision. The Terminal Operator, aiming at optimising the Terminal operations, decides the standard parameters of the Slot and the maximum annual occupancy of the Terminal for each Calendar Year.
- 8.1.3** The defining parameters of the Slot and the number of Slots available to be allocated within a considered Calendar Year are published by the Terminal Operator on the Terminal website as per clause 5.2 and may vary from one Calendar Year to the other, at the Terminal Operator's discretion.

8.2 Capacity products

- 8.2.1** Terminal Services are provided to the Terminal Users as the following capacity products: Long-term Capacity Slots, Annual Capacity Slots and Spot Capacity Slots. A Slot allocated by the Terminal Operator provides the Terminal User with the right to use the relevant Terminal Service within an interval of time defined in its Individual Annual Service Schedule, subject to the terms and conditions of the Contract Package (including, but not limited to clauses 9.9, 9.10 and 9.11).
- 8.2.2** The Terminal Operator allocates the Slots to the Terminal Users as specified in clauses 8.2.2.1 to 8.2.2.3.
- 8.2.2.1** The Slots are firstly allocated through the Long-term Capacity Allocation Procedure, which shall be performed before the beginning of each Calendar Year and in accordance with clause 8.3.
- 8.2.2.2** The Slots that remain unallocated at the end of the Long-term Capacity Allocation Procedure are allocated through the Annual Capacity Allocation Procedure, which shall be performed before the beginning of each Calendar Year in accordance with clause 8.4.
- 8.2.2.3** The Slots that remain unallocated at the end of the Annual Capacity Allocation Procedure are allocated according to the Spot Capacity Allocation Procedure set out in clause 8.7, except for the provisions of clause 8.4.12.

8.3 Long-term Capacity Allocation Procedure

- 8.3.1** The Long-term Capacity Allocation Procedure is used to allocate the available Long-term Capacity Slots determined by the Terminal Operator for each Calendar Year.

8.3.2 The Long-term Capacity Allocation Procedure begins with the Terminal Operator publishing an invitation on the Terminal website (as indicated in clause 5.2) in accordance with clauses 8.3.2.1 -8.3.2.4.

8.3.2.1 The invitation determines the available Long-term Capacity Slots to be allocated by the Terminal Operator for each Calendar Year, as well as the start and end date of the period for which the Long-term Capacity Slots are allocated.

8.3.2.2 The invitation states the term for submitting the Terminal Capacity allocation request, which must be at least 30 calendar days since the publication of the invitation itself on the Terminal website (clause 8.3.2).

8.3.3 The Applicant shall submit its request for the Long-term Capacity Slot(s) by submitting the Terminal Capacity Allocation Request Form (Annex 8) to the Terminal Operator in accordance with the procedure and within the term specified in the Terminal Operator's invitation, and in accordance with clause 5.

8.3.4 In the Terminal Capacity Allocation Request Form, the Applicant shall include the information and documentation detailed in clauses 8.3.4.1 - 8.3.4.6.

8.3.4.1 The Applicant shall submit a filled and signed copy of the Terminal Capacity Allocation Request Form (Annex 8), specifying the Calendar Year and number of Slots that the Applicant requests to be allocated to it.

8.3.4.2 The Applicant confirms the full and unconditional acceptance of all the conditions contained in the Contract Package, valid from time to time, as published on the Terminal website.

8.3.4.3 The Applicant shall provide copies of its business registration certificate, issued according to the law of the jurisdiction in which it is established, and its articles of association or other founding documents.

8.3.4.4 The Applicant shall provide a copy of the approval of the Terminal Capacity Allocation Request Form (Annex 8), by the board of directors of the Applicant, or by such other corporate body of the Applicant that is competent, in accordance with the laws of the jurisdiction of incorporation of the Applicant, to approve the Terminal Capacity allocation request.

8.3.4.5 The request shall include consolidated financial statements of the Applicant and, if applicable, the consolidated financial statements of the Applicant's Affiliate issuing the Guarantee set out in clause 6.2.1.2, covering the last three financial years, or the period from the registration of the Applicant or its Affiliates, if shorter than three financial years.

- 8.3.4.6 To secure the Applicant's obligations under the Terminal Capacity allocation request, the Applicant must provide a Bank Guarantee, by submitting a filled and signed copy of the form in Annex 7. The Bank Guarantee must be provided by all Applicants, regardless of their compliance with financial requirements set out in clause 6.2.1, as it does not coincide with nor is an alternative to the Bank Guarantee defined in clause 6.2.1.3. The Bank Guarantee covering the requested Slots shall be issued at least for the amount calculated in the relevant formula in Annex 6 and its validity shall expire five (5) months after the deadline for the Capacity Allocation request. The Bank Guarantee will be returned by the Terminal Operator to the Applicant at the conclusion of the Long-term Capacity Allocation Procedure, as detailed in clause 8.6.4, provided that the preconditions set out in clause 8.6.4.1 or clause 8.6.4.2 are satisfied.
- 8.3.5** The Applicant is not obliged to submit the documents specified in clauses 8.3.4.3 and 8.3.4.5 if such documents (i) have already been submitted for an earlier Terminal Capacity Allocation Procedure or (ii) have been submitted during the registration procedure and the Applicant is approved as a Registered Applicant as per clause 7.1, and provided that the previously submitted documents are still valid at the time of this new request.
- 8.3.6** The Terminal Operator notifies the Applicant if there are deficiencies in the Capacity Allocation request compared to requirements set out in clauses 8.3.3 and 8.3.4 and asks Applicants to provide a rectification within a rectification deadline, which should be no less than 3 calendar days from the notice by the Terminal Operator concerning the deficiencies.
- 8.3.7** In case a request for Long-term Capacity Allocation is rejected by the Terminal Operator, the Terminal Operator informs the Applicant about the rejection decision and the grounds for such decision. An Applicant's request may be rejected by the Terminal Operator in any of the cases detailed in clauses 8.4.6.1 to 8.4.6.4.
- 8.3.7.1 The Applicant does not meet all the requirements for access set out in clause 6 or the Applicant cannot reliably prove that it complies with such requirements.
- 8.3.7.2 The Terminal Operator has earlier terminated the Terminal Service Contract of the Applicant other than due to Force Majeure or for convenience.
- 8.3.7.3 The Terminal Operator would be entitled to terminate the Terminal Service Contract of the Applicant (if such Terminal Service Contract would have already been concluded with the Applicant) pursuant to clause 6.1.3, 6.1.4, 6.1.5, 6.1.6 or 6.1.7 of the General Terms and Conditions.
- 8.3.7.4 At least one of the documents mentioned in clause 8.3.4 is missing from the Applicant's request or is not valid, even after the rectifications provided by the Applicant by the rectification deadline.
- 8.3.8** If the sum of the Slots requested by the Applicants, whose requests have not been rejected, is less or equal to the total Long-term Capacity Slots available for allocation in the considered Calendar Year, the Terminal Operator offers the requested capacities to all Applicants. In this case, the Long-term Terminal Capacity Allocation Procedure is completed.

- 8.3.9** If the sum of the Slots requested by the Applicants, whose requests have not been rejected, is greater than the amount of Slots available for allocation in the considered Calendar Year, the Terminal Operator follows the capacity congestion management process defined in clause 8.5.
- 8.3.10** At the completion of the Long-term Terminal Capacity Allocation Procedure, the Terminal Operator offers the requested Slots to the Applicants by requiring the Applicants to sign the Contract Package. The Bank Guarantee securing the Applicant's obligations under the Terminal Capacity allocation request, defined in clause 8.3.4.6 is returned by the Terminal Operator to the Applicant after signing the Contract Package, provided that the Applicant is in compliance with the regulatory requirements set out in clause 6.1, the financial requirements set out in clause 6.2, and the insurance requirements set out in clause 6.3. The timing and conditions for the return of such Bank Guarantee are detailed in clause 8.6.
- 8.3.11** The timing of the Long-term Capacity Allocation Procedure is detailed with the procedural steps and deadlines presented in clauses 8.4.11.1 to 8.4.11.5. The deadlines are applicable to every Calendar Year, except for the provisions in clause 8.4.12. A graphical representation of the timing of the Long-term Capacity Allocation Procedure is provided in Annex 9.
- 8.3.11.1 The Long-term Capacity Allocation Procedure shall start with the invitation published on the Terminal website, no later than 15th of September or, if not a Business Day, on the next Business Day.
- 8.3.11.2 The Applicants shall submit their Capacity Allocation requests at the latest on 15th of October or, if not a Business Day, on the next Business Day, or by the date specified in the Terminal Operator's invitation.
- 8.3.11.3 The Terminal Operator shall notify the Applicants of potential deficiencies in their request to be rectified within 5 calendar days from the deadline of the Capacity Allocation request specified in clause 8.4.11.2.
- 8.3.11.4 The Applicants shall submit the rectification of the deficiencies in their requests (if any) to the Terminal Operator within 5 calendar days from the Terminal Operator's notification (8.4.11.3).
- 8.3.11.5 No later than 5 calendar days from the rectification deadline (8.4.11.4), the Terminal Operator decides whether to accept or reject each Applicant's request, applies (if necessary) the Capacity congestion management procedure (8.5), notifies the Applicants, and provides the Terminal Service Contract, Joint Terminal Use Contract and Special Provisions to the Applicants whose requests have been accepted. The Terminal Operator reserves the right to postpone the acceptance/rejection decisions concerning Applicants' requests and shall notify all Applicants of the postponement.
- 8.3.12** In case the first Long-term Capacity Allocation Procedure is concluded with all available capacity allocated the Terminal Operator may decide that no further Long-term Capacity Allocation Procedure is to take place until further capacities are available for allocation.

8.4 Annual Capacity Allocation Procedure

- 8.4.1** The annual Capacity Allocation Procedure begins with the Terminal Operator publishing an invitation on the Terminal website (as indicated in clause 5.2) in accordance with the conditions specified in clauses 8.4.1.1 -8.4.1.5.
- 8.4.1.1 The invitation presents the number of Slots available to be allocated in the considered Calendar Year taking into account possible Long-term Capacities allocated earlier for the period.
 - 8.4.1.2 The invitation contains the definition of the Slot parameters valid for the considered Capacity Allocation Procedure, including the associated volume of LNG allowed for LNG Unloading and Regasification and the duration of the Slot in terms of Gas Days, or the reference to a previously provided definition if such definition is still applicable to the Capacity Allocation Procedure under consideration.
 - 8.4.1.3 The invitation specifies any scheduled maintenance work affecting the considered Calendar Year, if known in advance of the deadline for the release of final scheduled maintenance plan, as stated in clause 9.9.2.
 - 8.4.1.4 The invitation contains a description or a reference to the procedure for submitting the Terminal Capacity allocation request, including the Terminal Capacity Allocation Request Form (Annex 8).
 - 8.4.1.5 The invitation states the term for submitting the Terminal Capacity allocation request, which must be at least 30 calendar days since the publication of the invitation itself on the Terminal website (clause 8.3.1).
- 8.4.2** The Applicant shall submit the Terminal Capacity allocation request in writing, following the procedure and within the term specified in the Terminal Operator's invitation on the Terminal website, and according to the information exchange provisions defined in clause 5.
- 8.4.3** In the request, the Applicant shall include the information and documentation detailed in clauses 8.4.3.1 - 8.4.3.6.
- 8.4.3.1 The Applicant shall submit a filled and signed copy of the Terminal Capacity Allocation Request Form (Annex 8), specifying the Slots that the Applicant is requesting to be allocated within the considered Calendar Year.
 - 8.4.3.2 In the Terminal Capacity Allocation Request Form (Annex 8), the Applicant confirms the full and unconditional acceptance of all the conditions contained in the Contract Package, as published on the Terminal website.
 - 8.4.3.3 The Applicant shall provide copies of its business registration certificate, issued according to the law of the jurisdiction in which it is established, and its articles of association or other founding documents.

- 8.4.3.4 The Applicant shall provide a copy of the approval of the Terminal Capacity Allocation Request Form (Annex 8), by the board of directors of the Applicant, or by such other corporate body of the Applicant that is competent, in accordance with the laws of the jurisdiction of incorporation of the Applicant, to approve the Terminal Capacity allocation request.
- 8.4.3.5 The request shall include consolidated financial statements of the Applicant and, if applicable, the consolidated financial statements of the Applicant's Affiliate issuing the Guarantee set out in clause 6.2.1.2, covering the last 3 financial years or the period from the registration of the Applicant or its Affiliates, if shorter than 3 financial years.
- 8.4.3.6 To secure the Applicant's obligations under the Terminal Capacity Allocation request, the Applicant must provide a Bank Guarantee, by submitting a filled and signed copy of the form in Annex 7. The Bank Guarantee must be provided by all Applicants, regardless of their compliance with financial requirements set out in clauses 6.2.1, as it does not coincide with nor is an alternative to the Bank Guarantee defined in clause 6.2.1.3. The Bank Guarantee covering the requested Slots shall be issued at least for the amount calculated in the relevant formula in Annex 6 and its validity shall expire at the earliest five (5) months after the deadline for the Capacity Allocation request. The Bank Guarantee will be returned by the Terminal Operator to the Applicant at the conclusion of the annual Capacity Allocation Procedure, as detailed in clause 8.6.4, provided that the preconditions set out in clause 8.6.4.1 or clause 8.6.4.2 are satisfied.
- 8.4.4** The Applicant is not obliged to submit the documents specified in clauses 8.4.3.3 and 8.4.3.5, if such documents (i) have already been submitted for an earlier Terminal Capacity Allocation Procedure or (ii) have been submitted during the registration procedure and the Applicant is approved as a Registered Applicant as per clause 7.1, and provided that the previously submitted documents are still valid at the time of this new request.
- 8.4.5** The Terminal Operator notifies the Applicant if there are deficiencies in the Capacity Allocation request compared to requirements set out in clauses 8.4.2 and 8.4.3 and asks Applicants to provide a rectification within a rectification deadline, which should be no less than 3 calendar days from the notice by the Terminal Operator concerning the deficiencies.
- 8.4.6** In case a request for Terminal Capacity Allocation is rejected by the Terminal Operator, the Terminal Operator informs the Applicant about the rejection decision and the grounds for such decision. An Applicant's request may be rejected by the Terminal Operator in any of the cases detailed in clauses 8.4.6.1 - 8.4.6.4.
- 8.4.6.1 The Applicant does not meet all the Requirements for Access set out in clause 6 or the Applicant cannot reliably prove that it complies with such requirements.
- 8.4.6.2 The Terminal Operator has earlier terminated the Terminal Service Contract of the Applicant other than due to Force Majeure or for convenience.
- 8.4.6.3 The Terminal Operator would be entitled to terminate the Terminal Service Contract of the Applicant (if such Terminal Service Contract would have already been concluded with the Applicant) pursuant to clause 6.1.3, 6.1.4, 6.1.5, 6.1.6 or 6.1.7 of the General Terms and Conditions.

- 8.4.6.4 At least one of the documents mentioned in clause 8.4.3 is missing from the Applicant's request or not valid, even after the rectifications provided by the rectification deadline.
- 8.4.7** If the sum of the Slots requested by the Applicants, whose requests have not been rejected, is less or equal to the total Terminal Capacity available for allocation in the considered Calendar Year, the Terminal Operator offers the requested Slots to all Applicants. In this case, the annual Terminal Capacity Allocation Procedure is completed.
- 8.4.8** If the sum of the Slots requested by the Applicants, whose requests have not been rejected, is greater than the total Terminal Capacity available for allocation in the considered Calendar Year, the Terminal Operator follows the capacity congestion management process defined in clause 8.5.
- 8.4.9** At the completion of the Terminal Capacity Allocation Procedure, the Terminal Operator offers to the Applicants the allocated Slots by requiring the Applicants to sign the Contract Package. The Bank Guarantee securing the Applicant's obligations under the Terminal Capacity allocation request, defined in clause 8.4.3.6, is returned by the Terminal Operator to the Applicant after signing the Contract Package, provided that the Applicant is in compliance with the regulatory requirements set out in clause 6.1, the financial requirements set out in clause 6.2, and the insurance requirements set out in clause 6.3. The timing and conditions for the return of such Bank Guarantee are detailed in clause 8.6.
- 8.4.10** The Terminal Operator regularly publishes the updated information about available Terminal Capacity resulting from the annual Capacity Allocation Procedure and the scheduling, on the Terminal website.
- 8.4.11** The timing of the annual Capacity Allocation Procedure is detailed with the procedural steps and deadlines presented in clauses 8.4.11.1 – 8.4.11.5. The deadlines are applicable to every Calendar Year, except for the provisions in clause 8.4.12. A graphical representation of the timing of the annual Capacity Allocation Procedure is provided in Annex 9.
- 8.4.11.1 The Capacity Allocation Procedure starts with the invitation published on the Terminal website, no later than 15th July or, if not a Business Day, on the next Business Day.
- 8.4.11.2 The Applicants submit their Capacity Allocation requests at the latest on 15th August or, if not a Business Day, on the next Business Day, or by the date specified in the Terminal Operator's invitation.
- 8.4.11.3 The Terminal Operator notifies the Applicants of potential deficiencies in the request to be rectified, within 5 calendar days from the deadline of the Capacity Allocation request (8.4.11.2).
- 8.4.11.4 The Applicants submit the rectification of the deficiencies in their requests (if any) to Terminal Operator, within 5 calendar days from the Terminal Operator's notification (8.4.11.3).

8.4.11.5 No later than 5 calendar days from the rectification deadline (8.4.11.4), the Terminal Operator decides whether to accept or reject each Applicant's request, applies (if necessary) the Capacity congestion management procedure (8.5), notifies the Applicants, and provides the Terminal Service Contract, Joint Terminal Use Contract and Special Provisions to the Applicants whose requests have been accepted. The Terminal Operator reserves the right to postpone the acceptance/rejection decisions concerning Applicants' requests and shall notify all Applicants of the postponement.

8.4.12 In case the annual Capacity Allocation Procedure is concluded with a number of allocated Slots considered insufficient by the Terminal Operator, i.e., due to lack of requests or other impediments, the Terminal Operator may perform the annual Capacity Allocation Procedure again, following the same conditions defined for the annual Terminal Capacity Allocation Procedure and potentially not complying with the all the timings defined in clause 8.4.11. The Slots that were assigned to Applicants during the previous annual Capacity Allocation Procedure for the same Calendar Year, shall remain assigned to such Applicants and shall be excluded from any following annual Capacity Allocation Procedure referred to the same Calendar Year.

8.5 Capacity congestion management

8.5.1 In the case the sum of the Slots requested by all Applicants within the considered Long-term or annual Capacity Allocation Procedure is more than the total number of Slots available to be allocated in the considered period, the congestion management method presented in this clause is applied.

8.5.2 The Slots are allocated by the Terminal Operator to the Applicants proportionally and rounded to the closest integer number of Slots. The principle of proportionality is applied exclusively to the requests presented for the considered Capacity Allocation Procedure and not rejected, as follows:

8.5.2.1 The percentage of Terminal Capacity to be allocated to each Applicant is calculated as the ratio between the Slots requested by the Applicant and the sum of the Slots requested by all Applicants.

8.5.2.2 The proportionate amount for each Applicant is obtained by multiplying the Applicant's percentage by the Terminal Capacity available for the considered Calendar Year.

8.5.2.3 Each Applicant's proportionate amounts resulting from the calculations of clause 8.5.2.2 are arithmetically rounded to the closest integer number of Slots, applying the norm of rounding numbers in the form of X.5 to the closest higher integer (X+1).

8.5.3 If the application of clause 8.5.2 leads to allocated Slots exceeding the Terminal Capacity available for allocation, every exceeding Slot should be removed from the Applicant's allocated Terminal Capacities, commencing from the Applicant with the highest difference resulting from the rounded proportional amount of Slots calculated as per clause 8.5.2.3 and the corresponding unrounded amount calculated as per clause 8.5.2.2.

8.5.4 If the application of clause 8.5.2 leads to unallocated Slots, those are allocated prioritising the Applicants with the largest difference resulting from the unrounded proportional amount of Slots calculated as per clause 8.5.2.2 and the rounded proportional amount calculated as per clause 8.5.2.3.

- 8.5.5** In the case of Applicants with equal difference between requested Slots and rounded proportional number of Slots, the Terminal Operator reserves the right to allocate unallocated Slots prioritising such Applicants on the basis of the highest number of requested Slots or to remove the allocated Slots in excess starting from such Applicants with the lowest number of requested Slots.
- 8.5.6** Portions of Terminal Capacity inferior to one Slot are not considered for allocation during the annual Capacity Allocation Procedure.

8.6 Terminal contracts conclusion

- 8.6.1** Once the Long-term or Annual Terminal Capacity Allocation is concluded, the Terminal Operator submits to the Applicants their drafts of the Terminal Service Contract, the Joint Terminal Use Contract and the Special Provisions, whichever applicable, which shall be coherent with the latest Contract Package available on the Terminal website. In the case the Applicant is already a Terminal User holding a valid Terminal Service Contract, the Terminal Operator submits only a draft of the Special Provisions and (if the Terminal User is not already a party to the Joint Terminal Use Contract but has obtained at least one Slot which is not a Late Spot Scheduled Slot) the Joint Terminal Use Contract.
- 8.6.2** The Applicant shall sign the Terminal Service Contract, the Joint Terminal Use Contract and the Special Provisions in the form in which they were submitted to the Applicant by the Terminal Operator. The Applicant must return such signed Terminal Service Contract, Joint Terminal Use Contract and Special Provisions to the Terminal Operator within 10 calendar days from their submission. If concerning Annual Capacity allocation this shall be no later than 8th September of each year, or if Long-term Capacity allocation, no later than 9th of November, or, if not a Business Day, on the next Business Day, whichever is the earliest deadline.
- 8.6.3** If the Applicant does not submit the signed Terminal Service Contract, Special Provisions and/or Joint Terminal Use Contract to the Terminal Operator within the time specified in clause 8.6.2, and/or the Applicant does not provide evidence of compliance with the regulatory requirements defined in clause 6.1, the financial requirements defined in clause 6.2, and the insurance requirements defined in clause 6.3, within 10 calendar days from the signature of the aforementioned documents, the Terminal Operator is entitled to remove the Applicant's right to the allocated Slots in accordance with the provisions of the Contract Package by providing a written notification to the Terminal User. In such circumstances, the Applicant shall be obliged to pay 15% of the Service Tariffs for the allocated Slots, regardless of the removal of the Applicant's rights to such Slots, and the Terminal Operator is entitled to retain the Bank Guarantee issued to secure the Applicant's obligations under the Terminal Capacity allocation request, as per clause 8.3.4.6 and 8.4.3.6, until the aforementioned amount is fully paid to the Terminal Operator by the Applicant or the issuer of the Guarantee.
- 8.6.4** Subject to clause 8.6.3, the Bank Guarantee, securing the Applicant's obligations under the Terminal Capacity allocation request, set forth in clause 8.3.4.6 and 8.4.3.6 is returned by the Terminal Operator to the Terminal User within 5 Business Days from the date on which the condition defined in clause 8.6.4.1 or clause 8.6.4.2 occurs.

- 8.6.4.1 The Terminal User submits to the Terminal Operator the signed Contract Package in accordance with the Terminal Rules and is compliant with the regulatory requirements defined in clause 6.1, the financial requirements defined in clause 6.2, and the insurance requirements defined in clause 6.3. For the avoidance of doubt, if the Terminal User must provide a Guarantee according to clause 6.2.1.2 or clause 6.2.1.3, the Bank Guarantee as per clause 8.6.4 shall be returned 5 Business Days after the Terminal User submitted the Guarantee as per clause 6.2.1.2 or clause 6.2.1.3, as applicable, and signed the Contract Package according to the Terminal Rules, whichever the latest date.
- 8.6.4.2 The Terminal Operator refuses to sign the Contract Package for a reason set out in clause 8.6.3 and the Applicant has paid to the Terminal Operator 15% of the Service Tariffs for the allocated Slots in accordance with clause 8.6.3 together with any possible delay interest.
- 8.6.5** The Terminal Service Contract concluded between the Terminal Operator and the Terminal User is valid for an indefinite period of time, unless it is terminated by one or both of the parties according to termination conditions stated in the General Terms and Conditions. The Special Provisions and the Joint Terminal Use Contract are valid for the period set out therein.

8.7 Spot Capacity Allocation Procedure

- 8.7.1** After the conclusion of the annual Capacity Allocation Procedure and the definition of the Annual Service Schedule, the Scheduled Slots remaining unallocated (if any) are referred to as Spot Capacity and are allocated during the Spot Capacity Allocation Procedure. Potential Scheduled Slots becoming available after the refinement of the Annual Service Schedule or a Terminal User's renounce according to clause 8.8.3 are also referred to as Spot Capacity and included in the Spot Capacity Allocation Procedure.
- 8.7.2** After the approval of the last Annual Schedule monthly update before the start of a new Calendar Year Quarter, as set out in clause 9.3.16 (i.e., on 13th September/December/March/June or the next Business Day), the unassigned Scheduled Slot belonging to such new Calendar Year Quarter become Late Spot Scheduled Slots. If such Late Spot Scheduled Slots are allocated during the Spot Capacity Allocation Procedure as set out in clause 8.7, they are excluded from the provisions of Joint Terminal Use as set out in clause 9.8.3.
- 8.7.3** The Spot Capacity Allocation Procedure is performed only if Spot Capacity is available for the Calendar Year and it starts with Terminal Operator publishing an invitation on its website in accordance with conditions set forth in clauses 8.7.3.1 - 8.7.3.2.
- 8.7.3.1 Terminal Operator's invitation contains the Scheduled Slots available for allocation in the Spot Capacity Allocation Procedure, with the respective LNG volume ranges, start date range and end date ranges according to the latest agreed Annual Service Schedule. The information shall be updated by the Terminal Operator to reflect the changes in the available Spot Capacity, as stated in clause 8.7.4.
- 8.7.3.2 The invitation contains the procedure and term for requesting Spot Capacity, including the Terminal Capacity Allocation Request form (Annex 8).
- 8.7.4** The Terminal Operator shall promptly update the invitation on its website, as detailed in clause 8.7.3, to include new Spot Capacity becoming available at any point during the Calendar Year.

- 8.7.5** The Spot Capacity Allocation Procedure shall follow the same provisions defined for the annual Capacity Allocation Procedure in clauses 8.4.2 - 8.4.6, except for 8.4.3.6. In coherence with the aforementioned clauses, in the case a Registered Applicant or a Terminal User to whom Slots were allocated during the annual Capacity Allocation Procedure for the same Calendar Year requests Spot Capacity, such Terminal User/Registered Applicant shall not be obliged to submit the documents specified in clauses 8.4.3.3, 8.4.3.4 and 8.4.3.5, as long as the previously submitted documents are still valid. In the Spot Capacity Allocation request, the Applicant/Registered Applicant/Terminal User shall specify which Terminal Services are requested for the Scheduled Slot (i.e., Regasification Service or Regasification Service and Reloading Service).
- 8.7.6** To secure its obligations under the Spot Capacity Allocation request, the Applicant must provide a Bank Guarantee requested in the Spot Capacity Allocation Procedure, by submitting a filled and signed copy of the form in Annex 7. The Bank Guarantee must be provided by all Applicants, regardless whether they are already Terminal User and/or in compliance with financial requirements set out in clauses 6.2.1, as it does not coincide with nor is an alternative to the Bank Guarantee defined in clause 6.2.1.3. The Bank Guarantee shall be issued at least for the amount calculated in the relevant formula in Annex 6 and its validity shall expire at the earliest 30 calendar days after the end of the latest Scheduled Slots requested in the Spot Capacity Allocation Procedure. The Bank Guarantee shall be returned by the Terminal Operator to the Applicant at the conclusion of the Spot Capacity Allocation Procedure, as detailed in clause 8.7.16, provided clause 8.7.16.1 or 8.7.16.2 are satisfied.
- 8.7.7** In the Spot Capacity Allocation Procedure, all Applicants shall align their requests with the Scheduled Slots start and end dates, and the relative flexibility ranges, as defined in the Terminal Operator's invitation.
- 8.7.8** The Terminal Operator may reject an Applicant's request if not compliant with the provisions of clause 8.4.6, 8.7.6 or 8.7.7.
- 8.7.9** A Scheduled Slot requested during the Spot Capacity Allocation Procedure shall be allocated to the first request that fulfils the conditions specified in clauses 8.7.9.1, subject to the provisions of clause 8.7.10.
- 8.7.9.1 The request is evaluated as compliant with all the requirements defined in in clauses 8.4.2 - 8.4.6, except for 8.4.3.6.
- 8.7.10** If two or more requests for the same Scheduled Slot fulfil the conditions specified in clause 8.7.9.1 on the same calendar day, the Terminal Operator shall prioritise such requests on a first-come-first-serve basis according to the time stamp of request e-mail from an Applicant.
- 8.7.11** After the decision to allocate Spot Capacity to an Applicant, the Terminal Operator submits to the Applicant the draft of the Contract Package, which shall be coherent with the latest one available on the Terminal website, and which must be signed and submitted by the Applicant to the Terminal Operator in the form in which the Contract Package was submitted to the Applicant by the Terminal Operator, subject to the provisions of clauses 8.7.11.1 and 8.7.11.2.

- 8.7.11.1** In case the Applicant is already a Terminal User holding a valid Terminal Service Contract, the Terminal Operator submits only a draft of the Special Provisions and (if the Terminal User is not already a party to the Joint Terminal Use Contract but has obtained at least one Scheduled Slot which is not a Late Spot Scheduled Slot) a draft of the Joint Terminal Use Contract. The Applicant must sign and return to the Terminal Operator such Special Provisions and (if the Terminal User is not already a party to the Joint Terminal Use Contract but has obtained at least one Scheduled Slot which is not a Late Spot Scheduled Slot) such Joint Terminal Use Contract in the form in which they were submitted to the Applicant by the Terminal Operator.
- 8.7.11.2** In case all the Scheduled Slots allocated to the Applicant are Late Spot Scheduled Slots, the Terminal Operator submits only the Terminal Service Contract and the Special Provisions. The Applicant must sign and return to the Terminal Operator such Terminal Service Contract and such Special Provisions in the form in which they were submitted to the Applicant by the Terminal Operator.
- 8.7.12** In the Spot Capacity Allocation Procedure, the Applicant must submit to the Terminal Operator evidence of compliance with the regulatory requirements defined in clause 6.1, the financial requirements defined in clause 6.2, and the insurance requirements defined in clause 6.3, together with the signed contracts specified in clause 8.7.11, 8.7.11.1 and 8.7.11.2. The Applicant is not obliged to submit such evidence, as long as the Applicant is already a Terminal User and the previously submitted documents are still valid.
- 8.7.13** If the Applicant does not submit to the Terminal Operator the signed documents set out in clauses 8.7.11, 8.7.11.1 and 8.7.11.2, within the time specified in clause 8.7.15.6, and/or the Applicant is incompliant with the regulatory requirements defined in clause 6.1, the financial requirements defined in clause 6.2, and the insurance requirements defined in clause 6.3, the Terminal Operator can remove the Applicant's right to the allocated Spot Capacity according the provision of the Contract Package by providing a written notification to the Terminal User. The released Spot Capacity shall be allocated to the next eligible Applicant following the prioritisation principle contained in clauses 8.7.9 and 8.7.10. In such circumstances, the Applicant shall be obliged to pay 15% of the Service Tariffs for such Spot Capacity, regardless of the removal of the applicant's rights to such Spot capacity, and the Terminal Operator is entitled to retain the Bank Guarantee issued to secure the Applicant's obligations under the Spot Capacity allocation request, as per clause 8.7.6, until the aforementioned amount is fully paid to the Terminal Operator by the Applicant or the issuer of the Guarantee.
- 8.7.14** After the conclusion of the contracts for the Spot Capacity, as set out in clause 8.7.11, the Terminal User is responsible for adjusting its Guarantee, if applicable, as set out in clause 6.2.1 and in compliance with clauses 6.2.5 and 6.2.6.
- 8.7.15** The timing of the Spot Capacity Allocation Procedure is detailed in clauses 8.7.15.1 - 8.7.15.6.
- 8.7.15.1** The Spot Capacity Allocation Procedure starts with the invitation published on the Terminal website.

- 8.7.15.2 The Applicants submit their Capacity Allocation requests any time after the publication of the Terminal Operator's invitation (clause 8.7.15.1), within the deadline defined in the invitation (clause 8.7.3.2) and anyway at least 30 calendar days before the start of the requested Scheduled Slots as per Annual Service Schedule, with the exception provided hereafter. In the case an Applicant intends to use an LNG Carrier that has not been previously approved by the Terminal Operator according to clause 6.4, the request shall be submitted at least 120 calendar days before the earliest date associated with the requested Slots as per Annual Service Schedule, to allow time for the LNG Carrier approval process.
- 8.7.15.3 The Terminal Operator notifies the Applicant of potential deficiencies in the request to be rectified, no later than 5 calendar days from the Spot Capacity Allocation request submission (8.7.15.2).
- 8.7.15.4 The Applicants submit the rectification of the deficiencies in their requests (if any) to Terminal Operator, no later than 5 calendar days from the Terminal Operator's notification (8.7.15.3).
- 8.7.15.5 No later than 5 calendar days from the rectification deadline (8.7.15.4), the Terminal Operator decides whether to accept or reject each Applicant's request, notifies the Applicants, and sends the Special Provisions and, if applicable based on clause 8.7.11, the Terminal Service Contract and the Joint Terminal Use Contract to the Applicants whose requests have been accepted. The Terminal Operator reserves the right to postpone the decision concerning Applicants' request, which needs to be notified to all Applicants.
- 8.7.15.6 The Applicants with allocated Spot Capacity submit to the Terminal Operator the signed Special Provisions and, if applicable based on clauses 8.7.11.1 and 8.7.11.2, the signed Terminal Service Contract, the signed Joint Terminal Use Contract and the signed Special Provisions, no later than 5 calendar days before the earliest date associated with the requested Slots as per Annual Service Schedule (8.7.15.5).
- 8.7.16** Subject to clause 8.7.13, the Bank Guarantee to secure the Applicant's obligations under the Spot Capacity allocation request set forth in clause 8.7.6 is returned by the Terminal Operator to the Terminal User within 5 Business Days from the date in which the condition defined in clause 8.7.16.1 or clause 8.7.16.2 are verified by the Terminal Operator.
- 8.7.16.1 The Terminal User submits the signed Contract Package and is compliant with the regulatory requirements defined in clause 6.1, the financial requirements defined in clause 6.2, and the insurance requirements defined in clause 6.3. For the avoidance of doubt, if the Terminal User must provide a Guarantee according to clause 6.2.1.2 or clause 6.2.1.3, the Bank Guarantee as per clause 8.7.16 shall be returned 5 Business Days after the Terminal User submitted the Guarantee as per clause 6.2.1.2 or clause 6.2.1.3, as applicable, and signed the Contract Package according to the Terminal Rules, whichever the latest date.
- 8.7.16.2 The Terminal Operator refuses to sign the Contract Package for a reason set out in clause 8.7.13 and the Applicant has paid to the Terminal Operator 15% of the Service Tariffs for the allocated Spot Capacity in accordance with clause 8.7.13 together with any possible delay interest.

8.7.17 Applicants may request Adjusted Late Spot Slots for any allocated Scheduled Slots during the ongoing Calendar Year. An Adjusted Late Spot Slot shall include reduced discharge volume and limited regasification and/or reloading period within the operational limits of the Terminal.

8.7.17.1 An Applicant shall submit a request for an Adjusted Late Spot Slot in accordance with Annex 8. An applicant shall fulfil the requirements for Spot Capacity Allocation Procedure as set out in clause 8.7 and conclude the Contract Package, including a sufficient Bank Guarantee, before the Terminal Operator may allocate the Adjusted Late Spot Slot to the Applicant.

8.7.17.2 The Terminal Operator shall evaluate whether an Applicant's request to use the Adjusted Late Spot Slot is operationally possible without negatively affecting the Terminal Services that the Terminal Operator shall provide to (an)other Terminal User(s) during the related Scheduled Slot. The Terminal Operator shall provide the requested Adjusted Late Spot Slot to the Applicant only if the Terminal Operator considers that it is operationally possible.

8.7.17.3 The Terminal Operator shall assess Adjusted Late Spot Slot requests on a case-by-case basis and allocate them on a first-come-first-serve principle. The final approval to allocate an Adjusted Late Spot Slot to the Applicant is subject to the Terminal Operator's separate decision in accordance with clause 8.7.17.2.

8.7.17.4 A Terminal User shall inform the volume to be discharged and the time by when LNG is either regasified or reloaded to a vessel from the Terminal.

8.7.17.5 The Terminal Operator shall confirm the volume and the time by when LNG is either regasified or reloaded to a vessel from the Terminal in the Annual Schedule monthly update. In case there will be changes concerning the Scheduled Slot related to the Adjusted Late Spot Slot, the Terminal Operator shall have the right to make changes to the Adjusted Late Spot Slot as required by proper operation of the Terminal.

8.7.17.6 In case the Terminal Operator has to restrict the Terminal Services during the Scheduled Slot due to Adverse Weather Conditions in accordance with clause 9.10 or other circumstances specified in these Terminal Rules, the Terminal Operator shall have the right to change the time for regasification or reloading accordingly within the Adjusted Late Spot Slot.

8.8 Unused capacity management

8.8.1 In case a Terminal User does not intend to use one or more of the Scheduled Slots assigned to such Terminal User according to its Individual Annual Service Schedule, the Terminal User has the right to transfer each of the assigned Scheduled Slots in accordance with the provisions of this clause. In this case, one of the alternative situations detailed in clauses 8.8.2 - 8.8.4 applies.

8.8.2 The Terminal User transfers the Scheduled Slot to another Terminal User or Person in accordance with clause 8.9.

- 8.8.3** The Terminal User does not wish to or manage to transfer the Scheduled Slot that it does not plan to use and requests the Terminal Operator to offer such Scheduled Slot in the Spot Capacity Allocation Procedure described in clause 8.7. The Terminal User shall submit the aforesaid request to the Terminal Operator no later than 45 calendar days before the first date planned for such Scheduled Slot according to the Annual Service Schedule. In this case, the situation presented in clause 8.8.3.1 or 8.8.3.2 may occur.
- 8.8.3.1 The Scheduled Slot in question is successfully allocated by the Terminal Operator during the Spot Capacity Allocation Procedure.
- 8.8.3.2 The Terminal Operator does not manage to allocate the Scheduled Slot in question in the Spot Capacity Allocation Procedure, despite being notified by the Terminal User within the deadline set out in clause 8.8.3.
- 8.8.4** The Terminal User does not transfer the Scheduled Slot within the deadlines defined in clause 8.9 and does not request the Terminal Operator to allocate it in the Spot Capacity Allocation Procedure respecting the deadline defined in 8.8.3.
- 8.8.5** In all situations described in clauses 8.8.3 and 8.8.4, the Terminal User remains responsible to the Terminal Operator for the full payment of all the allocated Scheduled Slots subject to clause 8.9.6. In addition, in situations specified in clauses 8.8.3.2 and 8.8.4, the Terminal User is obliged to perform to the Terminal Operator a penalty payment, as defined in Annex 6 and subject to clause 8.8.5.1.
- 8.8.5.1 In the situation defined in clause 8.8.3.2, if the Terminal User asked the Terminal Operator to include the Scheduled Slot in the Spot Capacity Allocation Procedure at least 90 calendar days before their first date planned on the Annual Service Schedule, the Terminal User shall be obliged to pay, in addition to the Service Tariff, only 50% of the amount defined in Annex 6 to the Terminal Operator as penalty.
- 8.8.6** When transferring a Scheduled Slot for which a Terminal User requested the additional Reloading Service, the Transferee acknowledges that both the Regasification Service and the Reloading Service shall be transferred by the Transferor as set out in clause 8.8.1.
- 8.8.7** In case a Terminal User does not intend to use one or more of the Slots assigned to such Terminal User during the Long-term Capacity Allocation procedure, and such Slots have not yet been Scheduled, the Terminal User has the right to transfer such Unscheduled Slot as per clause 8.8.2, or if The Terminal User does not wish to or manage to transfer the Unscheduled Slot that it does not plan to use it can request the Terminal Operator to offer such Unscheduled Slot in the Long-term Capacity Allocation Procedure described in clause 8.3 or in the Annual Capacity Allocation procedure described in clause 8.4, whichever applicable at that time. If these are unsuccessful and the Slot is Scheduled, clauses 8.8.1 to 8.8.6 will apply to the Slot.
- 8.8.8** The Terminal User has the right to cancel a Long-Term Capacity Slot assigned to such Terminal User during the Long-term Capacity Allocation Procedure by notifying the Terminal Operator of this latest on the 30th of June the year before said slot would have been used. In this case the Terminal User will be obliged to pay the Service Tariff for said slot, but not the penalty payment referred to in clause 8.8.5 and Annex 6.

8.9 Capacity transfer

- 8.9.1** The Terminal User (Transferor) has the right to transfer one or more of the Scheduled, or Unscheduled, Slots allocated to it, including the associated rights and Liabilities as per Contract Package, in accordance with the conditions defined hereinafter in this section 8.9 to another Terminal User or Person (Transferee) provided that the Transferee meets the requirements assigned to Terminal Users, including the regulatory requirements defined in clause 6.1, the financial requirements defined in clause 6.2., the insurance requirements defined in clause 6.3, and the LNG Carrier requirements specified in clause 6.4, prior to the transfer of any Scheduled Slot.
- 8.9.2** Before the transfer of the Scheduled/Unscheduled Slot, the Transferee must provide to the Terminal Operator the information and documentation according to the provisions of clause 8.4.3, except for the Bank Guarantee specified in clause 8.4.3.6.
- 8.9.3** The Terminal Operator has the right to refuse the transfer of the Scheduled/Unscheduled Slot if the Transferee does not fulfil the requirements and obligations detailed in clauses 8.9.1 and 8.9.2. The Terminal Operator does not take responsibility for approving the Transferee's documentation, defined in clause 8.4.3, within the timeline set in clause 8.9.4.
- 8.9.4** The Terminal User that intends to transfer an assigned Scheduled/Unscheduled Slot must inform the Terminal Operator about this intention at least 5 calendar days before signing the trilateral agreement that is described hereinafter in clause 8.9.5.
- 8.9.5** A trilateral agreement for the transfer of the Scheduled Slots shall be signed between the Terminal Operator, the Transferor and the Transferee no later than 15 calendar days before the start of such Scheduled Slot according to the Annual Service Schedule. The form for the trilateral agreement is provided in Annex 11.
- 8.9.6** Simultaneously with the trilateral agreement described in clause 8.9.5, the Transferor and the Transferee shall sign their respective Special Provisions associated to their existing respective Terminal Service Contracts and amended by the Terminal Operator to take into account the transferred Scheduled/Unscheduled Slot.
- 8.9.7** All the rights and obligations associated with the Scheduled/Unscheduled Slot to be transferred in accordance with this clause 8.9 shall be transferred from the Transferor to the Transferee as of the Gas Day specified in the signed trilateral agreement. The Transferor and Transferee are responsible for adjusting their Guarantee, if applicable, as described in clause 6.2.1, and in compliance with clauses 6.2.5 and 6.2.6.
- 8.9.8** The Terminal User has the right to transfer one or more of the Scheduled Slots allocated to it, including the associated rights and Liabilities as per Contract Package, to another unsold Scheduled Slot that is located within the same Calendar Year than the original Scheduled Slot in accordance with the conditions defined hereinafter in clauses 8.9.8.1 to 8.9.8.4

- 8.9.8.1 The Terminal User shall make the request to transfer an allocated Scheduled Slot to the Terminal Operator by submitting the Annex 14 latest 90 days before the start of the Calendar Year Quarter in which the Scheduled Slot to be changed is allocated. The Terminal User may request the transfer also later if the Terminal Operator considers the transfer to be still operationally possible. Alongside the request a signed agreement(s) of acceptance for proposed change signed by the Joint Terminal Users in the specified Calendar Year Quarter(s) subject to the change request, shall be provided to the Terminal Operator.
- 8.9.8.2 Once the request is received by the Terminal Operator, the Terminal Operator shall review the request and no later than 5 calendar days from receiving the request the Terminal Operator shall decide whether to accept or reject (if not fulfilling requirements in 8.9.8.1) each request. The Terminal Operator shall notify the Terminal User and send the updated Special Provisions for signature. The invoice for the fee associated with the slot change is to be sent as defined in Annex 1 (Pricing and Payment Terms) to the General Terms and Conditions.
- 8.9.8.3 The Terminal User whose request of transfer was accepted submits to the Terminal Operator the signed Special Provisions no later than 5 calendar days after receiving them from the Terminal Operator.
- 8.9.8.4 For the sake of clarity, a slot transfer is possible to any available slot within the same Calendar Year. If a Spot Slot allocation request is received on the same day as an request of change for the empty slot intended to be changed to, the Terminal Operator shall prioritise the Spot Slot allocation request over a slot change request. For pricing and Joint Use volume calculation purposes the original nominated discharge volume for the transferred Scheduled Slot will be used.

9. SERVICE SCHEDULE

9.1 Annual Service Schedule

- 9.1.1** The Terminal Services are provided to Terminal Users by the Terminal Operator over one Calendar Year in accordance with the latest Annual Service Schedule approved by the Terminal Operator. The Terminal Operator attempts to satisfy the requests of all Terminal Users, to the extent possible; yet the Terminal Operator has the right to make the final decision on the Annual Service Schedule.
- 9.1.2** The Annual Service Schedule details the Scheduled Slots per each Terminal User, with the relative LNG Carrier arrival times, the Allotted Unloading Time and the LNG Unloading volume. The Annual Service Schedule also details the LNG Regasification volume and the volume of Natural Gas to be injected into the Natural Gas network per each day and per each Terminal User. Only starting from the first monthly update of the Annual Service Schedule, as set out in clause 9.3, the volume of LNG for LNG Reloading, the arrival time of LNG Carriers for LNG Reloading and the Allotted Reloading Time are included in the Annual Service Schedule, whenever applicable.
- 9.1.3** The information of the Annual Service Schedule that is made publicly available on the Terminal website (clause 5.2) is the LNG Carriers arrival times for LNG Unloading/Reloading and relative Allotted Unloading/Reloading Times, without the Terminal Users' names or the LNG Carriers identification number/name, and the total daily volumes of LNG Reloading, LNG Regasification and Natural Gas injections. The Individual Annual Service Schedules of all the Terminal Users are, however, not made publicly available by the Terminal Operator on the Terminal website. All the information exchanged between Terminal Operator and Terminal Users regarding their Individual Annual Service Schedules shall happen via email.
- 9.1.4** After completing the annual Capacity Allocation Procedure, the Terminal Operator defines a preliminary Annual Service Schedule for the provision of the Regasification Service, which includes all possible available Slots scheduled in the Calendar Year (Scheduled Slots), the range of LNG Unloading volume per Scheduled Slot and the range of LNG Regasification volume per each Gas Day of the Scheduled Slot. In particular, the Scheduled Slots are identified by a start date and end date with a flexibility of plus or minus 4 calendar days and by an LNG Regasification volume with an accepted tolerance range of plus or minus 10% per Gas Day.
- 9.1.5** The preliminary Annual Service Schedule is defined by the Terminal Operator on the basis of all the constraints detailed in clauses 9.1.5.1 - 9.1.5.6.
- 9.1.5.1** The preliminary Annual Service Schedule shall be feasible considering the Terminal technical characteristics defined in clause 3.2.
- 9.1.5.2** The preliminary Annual Service Schedule shall set out daily injections of Natural Gas aligned with the minimum and maximum injection rate in the Natural Gas network, determined by the TSO.
- 9.1.5.3** The preliminary Annual Service Schedule shall be compiled by the Terminal Operator taking into account the constraints imposed by the LNG Heel level and the Fuel Gas level, as further specified in clause 11.

- 9.1.5.4 The preliminary Annual Service Schedule shall be compliant with the scheduled maintenance plans, published by the Terminal Operator as defined in clause 9.9.2, which may affect the ability of the Terminal to perform LNG Regasification and injection into the Natural Gas network.
- 9.1.5.5 The preliminary Annual Service Schedule shall account for foreseeable external factors such as expected Adverse Weather Conditions and Port constraints.
- 9.1.5.6 The preliminary Annual Service Schedule shall ensure a time window of at least 2 calendar days between the arrival time at the Terminal of two consecutive LNG Carriers. Such time window may be reduced during the Annual Service Schedule monthly update at the Terminal Operator's sole discretion and under circumstances including, but not limited to, the LNG Carrier cargos being smaller than the minimum cargo for LNG Unloading/Reloading set out in clause 3.2.
- 9.1.6** The Terminal Operator shall provide the preliminary Annual Service Schedule to all Terminal Users with Terminal Capacities allocated in the considered Calendar Year, no later than 23rd September of the previous Calendar Year, or, if not a Business Day, on the next Business Day. The Terminal Users shall submit the first draft of their Individual Annual Service Schedule, by filling and signing the relative form in Annex 10, no later than 1st October of every Calendar Year or, if not a Business Day, on the next Business Day.
- 9.1.7** Each Individual Annual Service Schedule draft shall indicate which of the Scheduled Slots, defined in the preliminary Annual Service Schedule, the Terminal User would like to have assigned for it for the entire Calendar Year. For each Scheduled Slot, the Terminal User shall indicate in its Individual Annual Service Schedule the expected LNG Carrier arrival time and LNG Unloading volume, in respect of the conditions detailed in clauses 9.1.7.1, 9.1.7.2 and 9.1.7.3.
 - 9.1.7.1 The Terminal User shall ensure that the LNG Carrier arrival times, specified in its Individual Annual Service Schedule draft, are within the date ranges assigned to the specific Scheduled Slot in the preliminary Annual Service Schedule.
 - 9.1.7.2 The Terminal User shall ensure that the LNG Unloading volume is within the volume range of the Scheduled Slot defined in the preliminary Annual Service Schedule.
 - 9.1.7.3 The Terminal User shall ensure that the Scheduled Slots requested by the Terminal User in the Calendar Year are coherent with the total number of Slots allocated to the Terminal User during the Long-term Capacity Allocation Procedure or the Annual Capacity Allocation Procedure.
- 9.1.8** Potential Individual Annual Service Schedule drafts deviating from the conditions defined in clauses 9.1.7.1, 9.1.7.2 and 9.1.7.3 may be evaluated and accepted at the Terminal Operator's sole discretion.
- 9.1.9** Within 5 calendar days from the receipt of all the Terminal Users' Individual Annual Service Schedule drafts, the Terminal Operator merges them into the Annual Service Schedule draft and evaluates whether there are inconsistencies, such as Scheduled Slots selected by more than one Terminal User. In case the Annual Service Schedule draft presents any inconsistencies, those are solved following the schedule congestion procedure detailed in clause 9.2.

- 9.1.10** The Terminal Operator approves the Annual Service Schedule resulting from the solution of all potential inconsistencies with the schedule congestion procedure detailed in clause 9.2, no later than 31st October or, if not a Business Day, on the next Business Day.
- 9.1.11** The Annual Service Schedule shall contain, for each Scheduled Slot assigned to a Terminal User, the expected LNG arrival time, the LNG Unloading volume and the total aggregated daily LNG Regasification and Natural Gas injection volumes, which must remain coherent with the times and volumes associated with such Scheduled Slot in the preliminary Annual Service Schedule draft.
- 9.1.12** No later than 5th November, or, if not a Business Day, the next Business Day, the Terminal Operator submits the Individual Annual Service Schedule, coherent with the approved Annual Service Schedule, to the relative Terminal User. The Individual Annual Service Schedule is considered valid after a period of 10 calendar days from its submission, regardless of whether the Terminal User provides a written communication of acceptance, except in cases described in clause 9.1.12.1 and clause 9.1.12.2.
- 9.1.12.1 Within 10 calendar days from the submission of the Individual Annual Service Schedule to the Terminal User by the Terminal Operator, the Terminal User submits a written proposal of correction to the Terminal Operator. If the corrected Individual Annual Service Schedule is compliant with the preliminary Annual Service Schedule as defined in clause 9.1.4 and compatible with other Terminal Users' Individual Annual Service Schedules, the Terminal Operator may approve it and submit it to the Terminal User within 5 calendar days; in such case the corrected Individual Annual Service Schedule will be considered valid from its submission date, regardless of the final confirmation of acceptance from the Terminal User. If the Terminal Operator rejects the corrected Individual Annual Service Schedule, the latest Individual Annual Service Schedule submitted by the Terminal Operator to such Terminal User shall be considered valid.
- 9.1.12.2 The Terminal User communicates the refusal of the Individual Annual Service Schedule to the Terminal Operator in written form and within 10 calendar days from its submission to the Terminal User by the Terminal Operator. In this case, the Terminal Operator is entitled to remove such Terminal User from the Annual Service Schedule and to remove its rights to the allocated Slots, by providing a written notification to the Terminal User within 5 calendar days from its refusal notification. Such Terminal User remains responsible for the full payment of all the assigned Scheduled Slots and, in addition, is obliged to pay penalties as defined in Annex 6 to the Terminal Operator.
- 9.1.13** The Terminal Operator accounts for the potential changes resulting from the application of clauses 9.1.12.1 and 9.1.12.2 in the final Annual Service Schedule. The Terminal Operator publishes such Annual Service Schedule on the Terminal website, according to the provisions of clause 9.1.3, no later than 25th November of the previous Calendar Year or, if not a Business Day, on the next Business Day.
- 9.1.14** A graphical representation of the timing of the procedure to define the Annual Service Schedule is provided in Annex 9.

9.2 **Schedule congestion management**

- 9.2.1** If not all the Individual Annual Service Schedule drafts submitted by Terminal Users, as per clause 9.1.6, are mutually compatible, the Terminal Operator highlights the inconsistencies in the Annual Service Schedule draft resulting from their merge, in the form of Scheduled Slots disputed between multiple Terminal Users. In such circumstances, the Terminal Operator adopts the schedule congestion management described hereinafter to assign the disputed Scheduled Slots.
- 9.2.2** The Terminal Operator requests the interested Terminal Users to remove the inconsistencies highlighted in the Annual Service Schedule draft by negotiating among themselves and to provide an updated draft of their Individual Annual Service Schedule no later than 10 calendar days from the Terminal Operator's request.
- 9.2.3** After the submission deadline (clause 9.2.2), the Terminal Operator compiles a new Annual Service Schedule draft combining the submitted and corrected Individual Annual Service Schedule drafts. If any inconsistencies persist, in the form of disputed Scheduled Slots, the process detailed in clause 9.2.5 is followed and shall be completed within 10 calendar days from the Terminal Users' submission of the Individual Annual Service Draft detailed in clause 9.2.2.
- 9.2.4** All disputed Scheduled Slots that have been booked during a Long-term Capacity allocation are given assignment priority over slots booked during the Annual Capacity Allocation. If a disputed slot is contested by two, or more, Terminal Users that all have booked said capacity during a Long-term Capacity Allocation the slot is assigned between these users as per clause 9.2.5.
- 9.2.5** All the disputed Scheduled Slots are assigned to Terminal Users following a process consisting of a maximum of 3 consecutive rounds and detailed in clauses 9.2.5.1, 9.2.5.2 and 9.2.5.3, to which only the Terminal Users requesting any of the disputed Scheduled Slots can participate.
- 9.2.5.1 In the first two rounds, the Terminal User can request the assignment of a number of Scheduled Slots equal to a maximum of 1/3 of the Scheduled Slots remaining under dispute for the specific Terminal User, rounded up, for the Calendar Year Quarter. In the third round, the Terminal User requests the remaining number of Scheduled Slots still under dispute for the Calendar Year Quarter.
- 9.2.5.2 In each round, the Terminal Users can request the assignment of their preferred Scheduled Slots, selected among the Slots that are still available for assignment, within the limitations of clause 9.2.5.1.
- 9.2.5.3 Within each round, requests are made by one Terminal User at the time, in decreasing order of number of disputed Scheduled Slots, and accepted by the Terminal Operator in such order i.e., giving assignment priority to the Terminal User with the highest number of Scheduled Slots under dispute.
- 9.2.5.4 In the case of multiple Terminal Users with equal number of disputed Scheduled Slots, the Terminal Operator reserves the right to give assignment priority to the Terminal Users that are reserving the Scheduled Slot for the larger LNG cargo and, that being equal, to the Terminal Users with the smallest number of allocated Slots for the Calendar Year Quarter and, that being equal, the Terminal Operator shall determine the allocation of the disputed Scheduled Slot by considering all relevant factors and allocating such Slot in the most equal and non-discriminatory way.

- 9.2.6** In the case a Terminal User decides not to accept the resulting Individual Annual Service Schedule, the provisions detailed in clauses 9.1.12.1 and 9.1.12.2 apply.

9.3 Annual Service Schedule monthly update

- 9.3.1** By the 1st Business Day of the month, the Terminal Operator updates the agreed Individual Annual Service Schedule on the basis of the provisions detailed in clauses 9.3.1.1 - 9.3.1.5, and submits it, as a first draft, to all the relevant Terminal Users with allocated Slots in the Calendar Year. The update of the Individual Annual Service Schedule is limited to the period starting from the beginning of the following month and ending at the end of the Calendar Year.
- 9.3.1.1 The Terminal Operator includes into the agreed Annual Service Schedule the potential results of the Spot Capacity Allocation Procedure (including Terminal Regasification Capacity and Terminal Reloading Capacity) and the transfer of Terminal Capacity between Terminal Users, which occurred since the last monthly update or, for the first month of the Calendar Year, since the publication of the Annual Service Schedule.
- 9.3.1.2 The Terminal Operator shall identify the still unallocated Scheduled Slots starting within the following month of the ongoing Calendar Year and publish them as part of the monthly update.
- 9.3.1.3 The Terminal Operator ensures that, in addition to the elements stated in clause 9.1.2, the Annual Service Schedule details or updates the volume of LNG Reloading, the arrival time of LNG Carriers for LNG Reloading and the Allotted Reloading Time for each Scheduled Slot, for which the additional Reloading Service detailed in clause 4.2 has been requested and approved during the Spot Capacity Allocation Procedure and/or during the previous Annual Service Schedule monthly updates, as applicable.
- 9.3.1.4 The Terminal Operator adjusts the agreed Annual Service Schedule to account for potential variations in the scheduled maintenance plans, forecasted meteorological-maritime conditions, Port constraints, and/or Natural Gas network limitations.
- 9.3.1.5 The Terminal Operator includes into the agreed Annual Service Schedule the minimum and maximum cumulative Daily Regasification Nominations allowed for each Gas Day of the Calendar Year Quarter to which the following month belongs. The minimum and maximum cumulative Daily Regasification Nominations are the cumulative minimum and cumulative maximum quantities of Natural Gas that can be altogether nominated on a Gas Day by all Joint Terminal Users, or by the Terminal User holding the Late Spot Scheduled Slot, as applicable, in accordance with clauses 9.8.2 and 9.8.3.
- 9.3.2** The minimum and maximum cumulative allowed Daily Regasification Nominations specified in clause 9.3.1.5 are defined by the Terminal Operator in compliance with all the parameters contained in clauses 9.3.2.1 - 9.3.2.6.
- 9.3.2.1 The minimum and maximum cumulative Daily Regasification Nominations allowed shall be coherent with the minimum and maximum LNG Regasification rate, defined by the Terminal technical characteristics in clause 3.2.

- 9.3.2.2 The minimum and maximum cumulative Daily Regasification Nominations allowed shall be comprised within the minimum and maximum injection rate into the Natural Gas transmission network, determined by the TSO.
- 9.3.2.3 The minimum and maximum cumulative Daily Regasification Nominations allowed shall be coherent with the Terminal total LNG storage capacity defined in clause 3.2, the LNG Heel level as specified in clause 11, the Terminal User's LNG Unloading Nominations, and any foreseeable constraints that might affect the performance of the LNG Carrier unload.
- 9.3.2.4 The minimum and maximum cumulative Daily Regasification Nominations allowed for each Gas Day shall consider the Daily Reloading Nominations already approved and included in the latest Annual Service Schedule for the same Gas Day (if any).
- 9.3.2.5 The minimum and maximum cumulative Daily Regasification Nominations allowed shall allow the complete LNG Regasification of the volume of LNG unloaded net of the volume of LNG reloaded (if any) and net of the portion of LNG for the Fuel Gas, as further specified in clause 11, within the Scheduled Slot.
- 9.3.2.6 The minimum and maximum cumulative Daily Regasification Nomination allowed shall be compliant with the scheduled maintenance plans affecting the Terminal.
- 9.3.3** All Terminal Users shall provide their updated Individual Annual Service Schedules drafts, which shall be coherent with the updated Individual Annual Service Schedule draft submitted by the Terminal Operator and shall include any new requests for the provision of the additional Reloading Service as set out in clause 9.3.4.3. The Terminal Users shall provide the aforementioned draft, by updating and submitting the form in Annex 10, no later than the 4th day of each month or, if not a Business Day, on the next Business Day.
- 9.3.4** The Terminal User shall ensure that the updated Individual Annual Service Schedule draft, submitted as set out in clause 9.3.3, contains the information detailed in clauses 9.3.4.1 - 9.3.4.8.
 - 9.3.4.1 The Terminal User shall ensure that the updated Individual Annual Service Schedule draft details, for each assigned Scheduled Slot, the LNG Unloading volume and the LNG Carrier(s) arrival time for LNG Unloading, with a flexibility of plus or minus 1 calendar day.
 - 9.3.4.2 The Terminal User shall specify the expected LNG quality at the Terminal, for the LNG scheduled to be delivered to the Terminal in the first month considered in the updated Annual Service Schedule draft. The quality certificate shall be provided by the Terminal User to the Terminal Operator according to the provisions of clause 5.

- 9.3.4.3 In case a Terminal User intends to request the additional Reloading Service, such Terminal User shall specify the LNG Reloading volume and the LNG Carrier(s) arrival time for LNG Reloading, with a flexibility of plus or minus 1 calendar day, in the updated Individual Annual Service Schedule draft. The requested LNG Carrier(s) arrival time for LNG Reloading shall not coincide with any other LNG Carrier arrival time for LNG Unloading/Reloading and shall ensure a time window of at least 2 calendar days from the previous and following LNG Carrier arrival time for LNG Unloading/Reloading. Such time window may be reduced at the Terminal Operator's sole discretion and under circumstances including, but not limited to, the LNG Carrier cargos being smaller than the minimum cargo for LNG Unloading/Reloading set out in clause 3.2.
- 9.3.4.4 All Joint Terminal Users having Terminal Services allocated in the Calendar Year Quarter to which the following month belongs in accordance with clause 9.8.2, shall specify their Daily Regasification Nominations and, if interested in the additional Reloading Service, their Daily Reloading Nominations for each Gas Day of such Calendar Year Quarter, subject to clause 9.3.4.6 and clause 9.3.4.8.
- 9.3.4.5 All Terminal Users holding a Late Spot Scheduled Slot and/ or an Adjusted Late Spot Slot in the following month within the ongoing Calendar Year Quarter, in accordance with clause 9.8.3, shall specify their Daily Regasification Nominations and, if interested in the additional Reloading Service, their Daily Reloading Nominations for each Gas Day of their Late Spot Scheduled Slot, subject to clause 9.3.4.6 and clause 9.3.4.8.
- 9.3.4.6 Alongside each Daily Regasification Nomination, the Terminal User or Joint Terminal User must specify the Energy Identification Code (EIC) of the Shipper that is entitled to deliver such quantity of regasified Natural Gas into the Natural Gas transmission network. If on a Gas Day the Terminal User or Joint Terminal User has several Shippers at the entry point of the Natural Gas transmission network, the Terminal User or Joint Terminal User shall submit individual Daily Regasification Nomination for each Shipper for such Gas Day.
- 9.3.4.7 The Terminal User requesting the Regasification Service shall provide the Terminal Operator with documentation where the Terminal User has been authorised by the entitled Shipper as per clause 9.3.4.6 to submit single-sided nominations on behalf of the Shipper to the Terminal Operator. Such documentation shall entail the respective Shipper's EIC code, validity period (start date, end date) and a signature by the Shipper. The document must be received by the Terminal Operator at least two Business Days before authorisation becomes in force. At least one shipper authorisation that will be in force for the next month must be delivered to the Terminal Operator at least two business days before the Terminal User's submission of updated Individual Annual Service Schedule draft.
- 9.3.4.8 The Joint Terminal User or Terminal User holding a Late Spot Scheduled Slot that requests LNG Reloading volume(s) and LNG Carrier(s) arrival time for LNG Reloading, as set out in clause 9.3.4.3, shall ensure to specify Daily Reloading Nominations, as set out in clause 9.3.4.3 or clause 9.3.4.5, which are coherent with such LNG Reloading volume(s) and LNG Carrier(s) arrival time for LNG Reloading, in the same updated Individual Annual Service Schedule draft.

- 9.3.5** The updated Individual Annual Service Schedules are allowed to deviate from the previously agreed Individual Annual Service Schedule if the deviation does not affect the other Terminal Users' Individual Annual Service Schedule or the affected Terminal Users consent to the change by providing a written confirmation to the Terminal Operator. The deviation in the Individual Annual Service Schedule shall also be compliant with the Terminal technical characteristics (clause 3.2), the constraints on Natural Gas injection rate, LNG Heel level and Fuel Gas, the scheduled maintenance plans, the forecasted adverse meteorological-maritime conditions and the Port limitations.
- 9.3.6** If the Terminal User proposes an updated Individual Annual Service Schedule containing deviations outside the conditions mentioned in 9.3.5, they may be evaluated and accepted at the Terminal Operator's sole discretion. In such circumstance, the Terminal Operator has the right to reject the updated Individual Annual Service Schedule and consider as valid the previously agreed Individual Annual Service Schedule of the Terminal User.
- 9.3.7** No later than 3 calendar days from the receipt of all the updated Terminal Users' Individual Annual Service Schedule drafts as set out in clause 9.3.3, the Terminal Operator merges them into the updated Annual Service Schedule draft and evaluates such draft as set out in clause 9.3.7.1 - 9.3.7.2.
- 9.3.7.1 The Terminal Operator amends the minimum and maximum cumulative Daily Regasification Nominations allowed defined as per clause 9.3.2 and the Pro-rata Capacity Share for each Joint Terminal User in the Calendar Year Quarter, if required, as a result of additional Reloading Service requests in order to maintain compliance with clause 9.3.2.5. The Terminal Operator communicates the amended minimum and maximum cumulative Daily Regasification Nominations allowed and the Pro-rata Capacity Share, as applicable, to the Terminal Users.
- 9.3.7.2 The Terminal Operator identifies all remaining inconsistencies in the updated Annual Service Schedule draft (if any), including the ones arising from the amendment of the minimum and maximum cumulative Daily Regasification Nominations allowed as set out in clause 9.3.7.1, and notifies the interested Terminal Users of such inconsistencies.
- 9.3.8** The Terminal Operator shall allow the Terminal Users and Joint Terminal Users in the Calendar Year Quarter to remove any inconsistency as set out in clause 9.3.7.2 by negotiating among each other and submitting, if necessary, an updated Individual Annual Service Schedule draft to the Terminal Operator no later than maximum 2 calendar days from the Terminal Operator's notification set out in clause 9.3.7.
- 9.3.9** After the deadline set out in clause 9.3.8, the Terminal Operator shall evaluate the updated Individual Annual Service Schedule drafts and apply the principles set out in clauses 9.3.10 - 9.3.15.
- 9.3.10** The Terminal Operator evaluates the Daily Regasification Nominations according to either (i) clause 9.3.11 for Scheduled Slots during which the Joint Terminal Use is applied in accordance with clause 9.8.2, or (ii) clause 9.3.12 for Late Spot Scheduled Slots in accordance with clause 9.8.3. The Terminal Operator evaluates the Daily Reloading Nominations, if any, according to clause 9.3.13. In the case of Daily Regasification Nominations and/or Daily Reloading Nominations not submitted by a Terminal User, the Terminal Operator sets them according to clause 9.3.14.

9.3.11 The Terminal Operator evaluates the Daily Regasification Nominations submitted by the Joint Users as per clause 9.3.4.4 and has the right to unilaterally modify them applying the principles stated in clauses 9.3.11.1 - 9.3.11.5.

9.3.11.1 The Daily Regasification Nomination shall at least be equal to the pro-rata minimum Daily Regasification Nomination of the Joint Terminal User, calculated as the minimum total Daily Regasification Nomination allowed, set out in clause 9.3.1.5, multiplied by the Pro-rata Capacity Share of such Joint Terminal User.

9.3.11.2 If the sum of the Daily Regasification Nominations for a specific Gas Day is lower than the minimum cumulative Daily Regasification Nomination allowed, as defined in clause 9.3.1.5, the Terminal Operator will unilaterally increase the Daily Regasification Nominations of the Joint Terminal Users that are below their pro-rata minimum Daily Regasification Nomination, calculated as in clause 9.3.11.1. In this case, such Daily Regasification Nominations will be increased by a quantity obtained multiplying the total nominated Daily Regasification Nomination that is lacking, by the Pro-rata Capacity Share of the respective Joint Terminal User calculated only on such Joint Terminal Users whose Daily Regasification Nominations are below their pro-rata minimum Daily Regasification Nomination. The sum of the Daily Regasification Nominations potentially modified by the Terminal Operator shall match with the minimum allowed Daily Regasification Nomination.

9.3.11.3 If the sum of the Daily Regasification Nominations for a specific Gas Day is higher than the maximum cumulative Daily Regasification Nomination allowed, as defined in clause 9.3.1.5, Terminal Operator will unilaterally reduce each Daily Regasification Nomination by a quantity Q_i calculated as per the formula below

$$Q_i = E \times \frac{\text{Max}[0 ; (N_i - \text{MaxPR}_i)]}{\sum_j^{\text{Tot}} \text{Max}[0 ; (N_j - \text{MaxPR}_j)]}$$

Where:

Q_i = quantity to be subtracted from Daily Regasification Nomination of Joint Terminal User i ;

E = difference between the sum of the Daily Regasification Nominations and the maximum cumulative Daily Regasification Nomination allowed, for a specific Gas Day;

MaxPR_i = Maximum pro-rata of Joint Terminal User i , calculated as the maximum cumulative Daily Regasification Nomination allowed, as defined in clause 9.3.1.5, multiplied by the Pro-rata Capacity Share of such Joint Terminal User i ;

N_i = Daily Regasification Nomination of Joint Terminal User i ;

Tot = total number of Joint Terminal Users in the considered Calendar Year Quarter.

- 9.3.11.4 The cumulative Daily Regasification Nominations of a Joint Terminal User within a specific Calendar Year Quarter shall be coherent with the LNG volume unloaded at the Terminal by such Joint Terminal User in the Calendar Year Quarter (net of any volume of LNG reloaded by such Joint Terminal User in the Calendar Year Quarter), accounting for any potential deviations occurred from its Individual Annual Service Schedule and considering the portion of LNG and Natural Gas used as Fuel Gas by the Terminal Operator as set out in clause 11.2.
- 9.3.11.5 If the Daily Regasification Nomination leads to exceeding of the cumulative volume of Natural Gas based on the relative Pro-rata Capacity Share associated with the Joint Terminal Users for a specific Calendar Year Quarter, such Daily Regasification Nomination will be unilaterally reduced by the Terminal Operator as needed to remove the exceeding volume of Natural Gas.
- 9.3.12** The Terminal Operator evaluates the Daily Regasification Nomination submitted by Terminal User holding the Late Spot Scheduled Slot as per clause 9.3.4.5, and has the right to unilaterally modify it applying the principles stated in clauses 9.3.12.1 - 9.3.12.3.
- 9.3.12.1 Minimum Daily Regasification Nomination shall at least be equal to the minimum allowed Daily Regasification Nomination, as set out in clause 9.3.1.5.
- 9.3.12.2 The cumulative Daily Regasification Nomination of a Terminal User within a Late Spot Scheduled Slot and/or an Adjusted Late Spot Slot shall be coherent with the LNG volume unloaded at the Terminal by such Terminal User in the Late Spot Scheduled Slot and/or Adjusted Late Spot Slot (net of the volume of LNG reloaded by such Terminal User in the Late Spot Scheduled Slot), accounting for potential deviations occurred from its Individual Annual Service Schedule and considering the portion of LNG and Natural Gas used as Fuel Gas by the Terminal Operator as set out in clause 11.2.
- 9.3.12.3 If the Daily Regasification Nomination leads to exceeding of the cumulative volume of Natural Gas associated with the Terminal User holding the Late Spot Scheduled Slot and/or an Adjusted Late Spot Slot, such Daily Regasification Nomination will be unilaterally reduced by the Terminal Operator as needed to remove the exceeding volume of Natural Gas.
- 9.3.13** The Terminal Operator evaluates any Daily Reloading Nominations submitted as per clause 9.3.4.4 and clause 9.3.4.5, and has the right to unilaterally reject and/or modify them applying the principles stated in clauses 9.3.13.1 - 9.3.13.4, in coherence with clause 4.2.5.
- 9.3.13.1 If the Daily Reloading Nomination for a Gas Day is not compatible with the maximum Reloading rate or the minimum Reloading rate, as defined in clause 3.2, such Daily Reloading Nomination shall be increased to match the minimum Reloading rate or reduced to match the maximum Reloading rate.

- 9.3.13.2 The Terminal Users acknowledge that, for a specific Gas Day, only a Daily Reloading Nomination can be approved by the Terminal Operator as LNG Reloading of more than one LNG Carrier in a Gas Day is not permitted due to technical and environmental constraints. In the case of multiple Daily Reloading Nominations submitted for the same Gas Day, the Terminal Operator shall give priority to the Terminal User holding the Late Spot Scheduled Slot or the Joint Terminal User holding the Scheduled Slot to which such Gas Day belongs (if applicable).
- 9.3.13.3 In the case of multiple Terminal Users submitting Daily Reloading Nominations that are incompatible with each other's (i.e. multiple Daily Reloading Nominations for the same Gas Day), except for the provision of clause 9.3.13.2, the Terminal Operator shall first give priority to the Terminal User requesting the largest LNG volume to be reloaded with a single LNG Carrier and, that being equal, the largest LNG volume to be unloaded in the considered Calendar Year Quarter, in the Individual Annual Service Schedule draft. In the case the aforementioned conditions are equal, the Terminal Operator shall determine and adopt a prioritisation logic considering all relevant factors in the most equal and non-discriminatory way.
- 9.3.13.4 The Terminal Operator has the right to postpone to a later suitable time, if applicable, or to reject the Daily Reloading Nominations and the relative LNG Carrier Arrival Time for LNG Reloading of the Terminal Users' requests that are not prioritised according to clauses 9.3.13.2 and 9.3.13.3.
- 9.3.14** If the Terminal User that holds a Late Spot Scheduled Slot and/or an Adjusted Late Spot Slot or is a Joint Terminal User in the Calendar Year Quarter to which the following month belongs does not submit Daily Reloading Nominations and/or Daily Regasification Nominations as set out in clause 9.3.4.4 and 9.3.4.5, the Terminal Operator shall set such Daily Reloading/Regasification Nominations as per clause 9.3.14.1 and clause 9.3.14.2.
- 9.3.14.1 In the case of Daily Reloading Nominations not being submitted, the Terminal Operator shall consider them as equal to zero.
- 9.3.14.2 In the case of Daily Regasification Nominations not being submitted, the Terminal Operator shall set such Daily Regasification Nominations as per clauses 9.3.11 and 9.3.12 and, in the case of conflicting Daily Reloading Nominations, shall adopt the principles set out in clause 9.3.13.
- 9.3.15** The Terminal Operator amends and/or approves the Daily Regasification Nominations and the Daily Reloading Nominations subject to principles set out in clauses 9.3.10 - 9.3.14. If, after considering the aforementioned principles, the Terminal Operator evaluates that there are remaining incompatibilities between any Daily Regasification Nomination and any Daily Reloading Nomination, amended as applicable, the Terminal Operator may, at its sole discretion, allow the Terminal Users to remove the inconsistencies by negotiating among each other and set a deadline of maximum 2 calendar days for receiving an updated draft of their Individual Annual Service Schedule. After such deadline, the Terminal Operator shall resolve any remaining inconsistency prioritising the Daily Regasification Nominations in coherence with clause 4.2.5, by reducing the Daily Reloading Nominations to the extent required to satisfy the conflicting Daily Regasification Nominations.

- 9.3.16** No later than on the 13th day of each month, or, if not a Business Day, on the next Business Day, the Terminal Operator amends as needed and approves all final Individual Annual Service Schedules in alignment with clause 9.3.15 and publishes the corresponding Annual Service Schedule on the Terminal website. Each Individual Annual Service Schedule is considered valid from the date of the Terminal Operator's approval, without the need of a Terminal User's written communication of acceptance. Any potential request of the Extension Service and/or the additional Reloading Service submitted by the Terminal User during the considered monthly update shall be considered approved if reflected in the Terminal User's final Individual Annual Service Schedule.
- 9.3.17** On the basis of the approved updated Annual Service Schedule, the Terminal Operator calculates the maximum Net Borrowed Quantity throughout the Calendar Year Quarter, for each Joint Terminal User towards each other Joint Terminal User and communicates the respective values to each Joint Terminal User, within the deadline set in clause 9.3.16.
- 9.3.18** A graphical representation of the timing of the monthly procedure to update the Annual Service Schedule is provided in Annex 9.

9.4 LNG Carrier arrival and mooring

- 9.4.1** The Terminal User shall ensure that all the information and documentation required for the LNG Carrier arrival and mooring are provided to the Terminal Operator within the provisions defined in the Terminal Rules, including evidence of LNG Carrier compliance with all the requirements defined in clause 6.4. Such information and documentation may be provided directly by the Terminal User or by the LNG Carrier owner, manager or Master or authorized representative, on the Terminal User's behalf.
- 9.4.2** The Terminal User acknowledges that the Terminal Operator is not responsible for the provision of shipping and harbour management services for the LNG Carriers and that the Terminal User must procure such services directly from Inkoo Shipping Oy Ab or other service provider designated by Fortum Power and Heat Oy (or possibly by another party owning the Port).
- 9.4.3** The Terminal User acknowledges that the Terminal Operator is not responsible for customs clearance of LNG, including import and export, and that the Terminal Operator will not act as importer or exporter of record. The Terminal User shall ensure that the LNG is placed under the excise duty suspension arrangement upon arrival to the Terminal.
- 9.4.4** The Terminal User undertakes that the Terminal Operator shall be provided with an LNG Carrier nomination request for LNG Unloading or LNG Reloading, no later than 14 calendar days before the respective LNG Carrier estimated arrival at the Port. The nomination request shall be provided by the Terminal User, or on behalf of the Terminal User, by submitting a filled and signed copy of the LNG Carrier nomination and information form published on the Terminal website as per clause 5.2, specifying all the requested LNG Carrier information and contacts.
- 9.4.5** Together with the nomination request for LNG Unloading (clause 9.4.4), the Terminal User shall provide to the Terminal Operator both a quality certificate for the LNG transported by the LNG Carrier and sufficient documentation to prove the compliance with clause 9.4.5.1. In the case the voyage from the LNG loading port to the Port is shorter than 14 calendar days, the LNG quality certificate shall be provided and as soon as reasonably possible.
- 9.4.5.1 The Terminal User shall provide sufficient documentation to prove that the LNG transported by the LNG Carrier is not (and does not include) Sanctioned Goods.
- 9.4.6** The Terminal Operator accepts the LNG Carrier if the LNG Carrier nomination has been provided as per clause 9.4.4, the LNG Carrier is compliant with all the requirements defined in clause 6.4, all the documentation has been provided as per clause 9.4.5 (if applicable) and the LNG quality is compliant with the provisions of clause 10.1 (if applicable). The Terminal Operator shall notify the acceptance or refusal of the LNG Carrier nomination to the Terminal User no later than 10 calendar days after the receipt of the documentation in clauses 9.4.4 and 9.4.5 (if applicable).

- 9.4.7** The Terminal Operator, at its sole discretion, evaluates whether the documentation provided by the Terminal User pursuant to clause 9.4.5 is sufficient evidence of the LNG transported by the LNG Carrier not being (or including) Sanctioned Goods and the Terminal Operator may request from the Terminal User additional evidence on the matter. In case the Terminal Operator evaluates the documentation provided by the Terminal User pursuant to clause 9.4.5 as insufficient and/or the Terminal User fails to provide additional evidence to the Terminal Operator's satisfaction upon request of the Terminal Operator, the Terminal Operator has the right to refuse the LNG Unloading for such Terminal User. In such circumstance, the Terminal Operator is not liable for any potential Liabilities incurred by the Terminal User or other third parties resulting from the refusal of the LNG Unloading. For the avoidance of doubt, if the Terminal User delivers any Sanctioned Goods to the Terminal, the Terminal User shall be solely liable for such event even if the Terminal Operator fails to require the documentation, set out in clause 9.4.5, and regardless of whether the Terminal Operator should have noticed, based on the evidence provided, that the LNG was Sanctioned Goods.
- 9.4.8** No later than 2 calendar days prior to the LNG Carrier estimated arrival at the Port, the Terminal User shall provide the Daily Unloading Nominations or Daily Reloading Nominations, as detailed in clause 9.5.1, to the Terminal Operator.
- 9.4.9** Additional documentation certifying the origin of the LNG, the completion of the LNG loading at the loading port and the safety parameters, in alignment with the procedures and conditions defined in Annex 1, shall be provided by the Terminal User to the Terminal Operator prior to the LNG Carrier's arrival at the Port for LNG Unloading.
- 9.4.10** The Terminal User undertakes that, during the voyage, the LNG Carrier Master provides regular updates on the estimated LNG Carrier arrival time to the Terminal Operator, with the frequency defined in Annex 1.
- 9.4.11** The Terminal User undertakes that, after the LNG Carrier arrival at the Port, the LNG Carrier Master shall send a notification of readiness to the Terminal Operator, as soon as all the conditions in clause 9.4.11.1 to 9.4.11.4 are met.
- 9.4.11.1 The LNG Carrier has the Port Master's permission to enter the Port.
- 9.4.11.2 The LNG Carrier has the Port Master's permission to moor at the Terminal.
- 9.4.11.3 The Port services required for the LNG Carrier mooring have been ordered by the Terminal User.
- 9.4.11.4 The LNG Carrier is ready and has all the required permissions to perform the LNG Unloading/LNG Reloading.
- 9.4.12** The Terminal User undertakes that, in the case any limitations to the LNG Carrier mooring and performing the LNG Unloading/LNG Reloading are foreseen by the LNG Carrier Master, the LNG Carrier Master shall inform the Terminal Operator when providing the notification of readiness.
- 9.4.13** Following the receipt of the notification of readiness as per clause 9.4.11, and provided that all the conditions defined in clauses 9.4.13.1 - 9.4.13.4 are met, the Terminal Operator notifies the permission to moor the LNG Carrier to the LNG Carrier Master and to the Port Master.

- 9.4.13.1 The LNG Carrier nomination has been accepted by the Terminal Operator, as compliant with the criteria specified in clause 9.4.6.
- 9.4.13.2 The LNG Carrier does not present, in the reasonable judgement of the Terminal Operator, a material risk to the safety of the Port, the Terminal, its personnel or the environment.
- 9.4.13.3 Complete and compliant documentation has been provided for the LNG Carrier, according to clauses 9.4.8 and 9.4.9.
- 9.4.13.4 The notification of readiness of the LNG Carrier (clause 9.4.11) is submitted by the LNG Carrier within the LNG Carrier arrival time defined in the approved Annual Service Schedule, or, if submitted earlier or later, the mooring of the LNG Carrier does not limit other LNG Carriers ability to moor and unload LNG according to their Annual Service Schedule.
- 9.4.14** The Terminal Operator has the right to refuse the LNG Carrier from calling, mooring and discharging/reloading at the Terminal if at least one of the conditions contained in clauses 9.4.13.1 - 9.4.13.4 is not met, and shall promptly inform the Terminal User about the grounds for such rejection. Under this circumstance, the Terminal Operator is not responsible for any potential losses and additional costs incurred by the Terminal User as a result of the rejection.
- 9.4.15** If the notification of readiness of an LNG Carrier is submitted later than the LNG Carrier Arrival Time defined in the approved Annual Service Schedule, the Terminal Operator may provide the permission to moor as per clause 9.4.13.4, at the condition that the relative LNG Carrier Allotted Unloading/Reloading Time is reduced to the extent necessary to allow the mooring and LNG Unloading/Reloading of the following LNG Carrier as per Annual Service Schedule. In such circumstance, the LNG Carrier may not be able to unload/reload the total volume of LNG defined in the Annual Service Schedule, as specified in clause 9.5.10, and the Terminal Operator cannot be held accountable for potential losses and additional cost deriving from a partial LNG Unloading/LNG Reloading of the LNG Carrier.

9.5 LNG Unloading / LNG Reloading

- 9.5.1** The Terminal User shall provide the Daily Unloading Nominations and, if applicable, the Daily Reloading Nominations to the Terminal Operator by submitting the filled and signed form contained in Annex 12 no later than 2 calendar days prior to the LNG Carrier arrival at the Port. If a Terminal User does not submit such Daily Unloading/Reloading Nominations, the Terminal Operator shall consider as valid the Daily Unloading/Reloading Nominations defined in the Terminal User's latest Individual Annual Service Schedule.
- 9.5.2** The Terminal Operator shall approve the Daily Unloading Nominations provided by the Terminal User as per clause 9.5.1 if coherent with the agreed Annual Service Schedule for the Terminal User.

- 9.5.3** The Terminal Operator shall amend the Daily Reloading Nominations submitted as per clause 9.5.1, adopting the principles set out in clauses 9.3.13 - 9.3.15. If the Daily Reloading Nominations submitted as per clause 9.5.1 are incompatible with the latest approved Daily Regasification Nominations submitted as set out in clause 9.6.3 or, if not applicable, included in the Annual Service Schedule, the Terminal Operator shall reduce the Daily Reloading Nominations to the extent required to satisfy such Daily Regasification Nominations. The Terminal Operator shall approve the Daily Reloading Nominations only if coherent with the LNG Carrier arrival time for Reloading agreed in the Terminal User's Annual Service Schedule, as set out in 9.3.4.8.
- 9.5.4** The Terminal Operator shall perform the LNG Unloading/Reloading of the quantities identified in the Daily Unloading/Reloading Nominations for the considered Gas Day, subject to the provisions of this clause 9.5 and in accordance with the provisions set out in Annex 1.
- 9.5.5** The Terminal Operator shall start the LNG Unloading/Reloading after receiving the notice of readiness and the confirmation that the conditions detailed in clause 9.5.6 are satisfied, providing that there are no conditions outside the Terminal Operator's control preventing the LNG Unloading/Reloading of the LNG Carrier, including, but not limited to the conditions set out in clauses 9.5.15.1 - 9.5.15.5.
- 9.5.6** The LNG Unloading/Reloading can be initiated and performed only if all the conditions specified in clauses 9.5.6.1 - 9.5.6.4 are satisfied.
- 9.5.6.1 The LNG Carrier possesses all necessary documents, authorisations and safety certifications to perform the LNG Unloading/Reloading, according to the provisions of Annex 1.
- 9.5.6.2 The Terminal User has disclosed all documentation related to the customs clearance and excise duty suspension arrangement to the Terminal Operator (if applicable).
- 9.5.6.3 A Surveyor has identified or witnessed the identification of all the necessary parameters of the LNG Carrier including, but not limited to, the temperature of the LNG in each of the LNG Carrier tanks, the level and the pressure of the LNG at the top of the tanks, and the tightness of tanks.
- 9.5.6.4 The pre-cargo transfer meeting has been completed and the cargo transfer procedures have been agreed between the Terminal Operator and the Terminal User, in alignment with the provisions of Annex 1.
- 9.5.7** The Terminal User undertakes that the LNG Carrier performs the LNG Unloading/Reloading in accordance with the standards set out in Annex 1, following the agreed cargo transfer procedures, and within the Allotted Unloading/Reloading Time associated to the Scheduled Slot.
- 9.5.8** The Terminal User undertakes that the LNG Carrier unmoors, without undue delay, after the LNG Unloading/Reloading has been completed as per clause 9.5.9 or aborted as per clause 9.5.10 or clause 9.5.15, the post-cargo transfer meeting has been completed, all the necessary documentation has been signed, unmooring and departure procedure has been agreed by all the relevant Parties, as described in Annex 1, except in the case of a Port Master's mandate and the Terminal Operator's consent in contradiction with this requirement.

- 9.5.9** LNG Unloading/Reloading is considered completed when an amount of LNG equal to the total Daily Unloading/Reloading Nominations for the considered LNG Carrier has been unloaded from the LNG Carrier to the Terminal or reloaded from the Terminal to the LNG Carrier, in compliance with the LNG volume measurement detailed in clause 10.2.
- 9.5.10** The Terminal Operator has the right to abort the LNG Unloading/Reloading before its completion as defined in clause 9.5.8, to ensure that the LNG Carrier can unmoor by the end of its Scheduled Slot as set out in the Individual Annual Service Schedule.
- 9.5.11** The Terminal Operator shall complete the LNG Unloading/Reloading at the earliest time possible and no later than the end of the Allotted Unloading/Reloading Time for the LNG Carrier. In the case the Actual Unloading/Reloading Time exceeds the Allotted Unloading/Reloading Time, after giving effect to any extensions provided for under clause 9.5.12, and this is due to the Terminal Operator's default, the Terminal Operator shall compensate the LNG Carrier's demurrage losses for the duration of such exceeding as per Contract Package, and in accordance with clauses 9.5.11.1 and 9.5.11.2. For the avoidance of doubt, if the Actual Unloading/Reloading Time exceeds the Allotted Unloading/Reloading time, for example, due to an event set out in clauses 9.5.12.1 - 9.5.12.7 or the Terminal User's, or the LNG Carrier's, (a) delay in performance of its obligations or breach of the terms of the Contract Package, (b) negligence or breach of duty (statutory or otherwise); or (c) inability, refusal or failure to deliver LNG on the Terminal (other than due to a default of the Terminal Operator of its obligations under the Contract Package), (e) inability to agree the cargo transfer procedures with the Terminal Operator as set out in clause 9.5.6.4, such exceeding shall not be considered as the Terminal Operator's default and, correspondingly, the Terminal Operator shall not be obliged to pay demurrage pursuant to this clause 9.5.11.
- 9.5.11.1 The Terminal User shall submit any claim under clause 9.5.11 to the Terminal Operator in writing and no later than 20 days after the end of the calendar month in which the Actual Unloading/Reloading Time was completed; otherwise, any claim shall be deemed waived by Terminal User and barred. The Terminal Operator shall review such claim within 40 days from receipt and, if not disputed, pay the claim to the Terminal User within 30 days from the completion of the review.
- 9.5.11.2 The demurrage payable by the Terminal Operator pursuant to clause 9.5.11 shall be sole and exclusive remedy for the Actual Unloading/Reloading Time exceeding the Allotted Unloading/Reloading Time and the Terminal User shall not be entitled to elect a different or additional remedy, including instituting actions for breach of contract. The Terminal User accepts that such demurrage is a genuine and reasonable pre-estimate of the losses which may be sustained by the Terminal User in the event that the Actual Unloading/Reloading Time exceeds the Allotted Unloading/Reloading Time.
- 9.5.12** The Terminal Operator has the right, at its sole discretion, to extend the Allotted Unloading/Reloading Time by any period of delay which is caused by one or more of the following, as set out in clauses 9.5.12.1 - 9.5.12.7:
- 9.5.12.1 reasons attributable to any Party other than the Terminal Operator or Terminal User (such other Parties include, but are limited to, a pilot, port service provider of the Port, a Governmental Authority, and the LNG Carrier Master or its crew, owner or operator),
- 9.5.12.2 night-time restrictions;

- 9.5.12.3 Adverse Weather Conditions;
 - 9.5.12.4 Force Majeure (as defined in the General Terms and Conditions);
 - 9.5.12.5 an inability of the Terminal to receive LNG as a result of insufficient space in the Terminal storage tanks (unless such lack of space is solely and directly the fault of the Terminal Operator and is not attributable to the Natural Gas transmission network or to negligence of other Terminal Users or the TSO);
 - 9.5.12.6 the Master exercising his discretion when acting in accordance with his paramount responsibility for the safety of the Terminal and its personnel;
 - 9.5.12.7 any maintenance performed in compliance with clause 9.9.
- 9.5.13** In the cases set out in clause 9.5.12, the Terminal Operator shall not grant the extension of the Allotted Unloading/Reloading Time of the Terminal User beyond the limits of the Scheduled Slot assigned to such Terminal User as per its Individual Annual Service Schedule, or shall anyway not grant such extension if it adversely impacts the rights and obligations of other Terminal Users or the Terminal Operator or the interest of third parties (e.g. by preventing vessels from entering or exiting the dock 1 of the Port). In case the extension of the Allotted Unloading/Reloading Time of a Terminal User adversely impacts the aforementioned rights, obligations, or interests (unlike foreseen at the time of granting the extension), the Terminal User will be liable for it towards the Terminal Operator, other Terminal Users and the relevant third parties.
- 9.5.14** Any extension of the Allotted Unloading/Reloading Time as per clause 9.5.12 shall not increase the LNG volume allowed to be unloaded/reloaded at the Terminal by the Terminal User.
- 9.5.15** The Terminal Operator has the right to delay, abort or discontinue the LNG Unloading/Reloading, without any liability whatsoever towards the Terminal User, in the case one or more of the conditions detailed in clauses 9.5.15.1 - 9.5.15.5 are met. During such period in which the LNG Unloading/Reloading is delayed, aborted or discontinued, the Allotted Unloading/Reloading Time and demurrage provisions shall not apply.
- 9.5.15.1 The Terminal Operator, the Terminal Master or the LNG Carrier Master reasonably evaluates that LNG Unloading/Reloading operations are or have become unsafe.
 - 9.5.15.2 The Port Master mandates such delay, interruption or abortion of the operations.
 - 9.5.15.3 The LNG Carrier does not comply with the instructions and orders provided by the Port Master and/or by the Terminal Operator.
 - 9.5.15.4 The LNG Carrier does not comply with the regulations and requirements that apply to the performance of activities at the Port and/or at the Terminal, including, but not limited to, Port regulations and vessels prioritisation logics at the Port.
 - 9.5.15.5 The LNG does not meet the quality requirements defined in clause 10.1 and/or the LNG volume on board the Terminal is insufficient (if applicable).

9.5.16 The Terminal Operator shall not be responsible for any direct or indirect Liabilities incurred by the Terminal User, the LNG Carrier, or any other related third parties if the Allotted Unloading/Reloading Time is extended or the LNG Unloading/Reloading operations are delayed, interrupted or aborted in compliance with the conditions contained in the Terminal Rules or due to circumstances outside the Terminal Operator's reasonable control.

9.5.17 In case the Terminal Operator breaches its obligation set out in clause 9.5.4, the Terminal User whose Daily Reloading Nomination has not been respected shall have the right to claim damage from the Terminal Operator, subject to clause 9.5.18 and the limitations of liability set out in the General Terms and Conditions, except in the cases in which the Daily Reloading Nomination has not been respected due to any of the reasons set out in clauses 9.5.17.1 - 9.5.17.5:

9.5.17.1 The Terminal User or Joint Terminal User has submitted the LNG Reloading not in compliance with clause 9.5.1.

9.5.17.2 The Terminal User (i) has delayed the performance of its obligations or is in breach of the terms of the Contract Package, (ii) omits or breaches its duty (statutory or otherwise), or (iii) is unable, refuses or fails to perform LNG Reloading from the Terminal to the LNG Carrier (other than due to a default of the Terminal Operator of its obligations under the Contract Package).

9.5.17.3 Any event set out in clauses 9.5.12.1 - 9.5.12.7 occurs.

9.5.17.4 Any of the circumstances set out in clause 9.11.1 occurs.

9.5.17.5 Any event or circumstances outside the Terminal Operator's control occurs.

9.5.18 In the case set out in clause 9.5.17, the sole compensation shall be a reduction of the Reloading Service charges owed by the Terminal User, in proportion to the daily quantity of LNG to be reloaded in respect of the corresponding Daily Reloading Nominations by the Terminal User for the same Gas Day. Such reduction shall be the Terminal User's sole and exclusive remedy for the daily quantity of LNG not being reloaded to the LNG Carrier(s). The Terminal User shall submit any claim under this clause 9.5.18 to the Terminal Operator in writing and no later than 20 days after the end of the calendar month in which the event set out in clause 9.5.17; otherwise any claim shall be deemed waived by Terminal User and barred. The Terminal Operator shall review the claim within 40 days from receipt and, if not disputed, pay the claim to the Terminal User within 30 days from the completion of the review.

9.6 LNG Regasification and network injection

9.6.1 If the Terminal Operator evaluates that the minimum and/or the maximum cumulative Daily Regasification Nomination allowed for a specific Gas Day need to be modified in respect to the last Annual Service Schedule, the Terminal Operator shall provide the updated values to the Terminal User holding the Late Spot Scheduled Slots or to all Joint Terminal Users allowed to inject Natural Gas into the Natural Gas transmission network in such Gas Day, in accordance with clauses 9.8.2 and 9.8.3, by 14.00 Eastern European Time (EE(S)T) of the previous Gas Day. Such updated minimum and/or maximum cumulative allowed Daily Regasification Nominations shall be defined by the Terminal Operator according to the provisions of clause 9.3.2.

- 9.6.2** Unless the Terminal Operator provides any updated values as set out in clause 9.6.1, the minimum and maximum cumulative Daily Regasification Nomination allowed for each Gas Day of the Gas Day Quarter shall be the ones specified in the last Annual Service Schedule, as per clauses 9.3.15 and 9.3.16.
- 9.6.3** The Terminal User holding the Late Spot Scheduled Slot or all Joint Terminal Users that are allowed to inject Natural Gas into the Natural Gas transmission network in the Scheduled Slot in accordance with clauses 9.8.2 and 9.8.3 shall provide their Daily Regasification Nominations no later than 15.00 Eastern European Time (EE(S)T). Alongside their Daily Regasification Nominations, the aforementioned Terminal Users or Joint Terminal Users must specify the Energy Identification Code (EIC) of the Shipper entitled to deliver such quantity of regasified Natural Gas into the Natural Gas transmission network and the hourly quantity of Daily Regasification Nomination expressed in kWh/hour, per each hour of the Gas Day. The hourly quantity of Daily Regasification Nomination shall be the same per each hour of the Gas Day (flat profile). If the Terminal User or Joint Terminal User has several Shippers at the entry point of the Natural Gas transmission network, the Terminal User or Joint Terminal User shall submit individual Daily Regasification Nominations for each Shipper.
- 9.6.4** If a Terminal User or Joint Terminal User does not submit its Daily Regasification Nomination as set out in clause 9.6.3, the Terminal Operator shall consider valid the Daily Regasification Nomination defined in the Terminal User or Joint Terminal User's latest Individual Annual Service Schedule. The Terminal Operator shall distribute pro-rata per Shipper the Daily Regasification Nomination, as set out in the latest Individual Annual Service Schedule monthly update, equally throughout the Gas Day, to the extent possible according to the Terminal Operator's sole discretion.
- 9.6.5** The Terminal Operator shall evaluate and potentially amend the Daily Regasification Nominations submitted by the Terminal User or Joint Terminal User as set out in clauses 9.6.3 and 9.6.4, according to the principles of the monthly update of the Annual Service Schedule set out in clauses 9.3.10, 9.3.11 and 9.3.12, and subject to the provisions of clauses 9.6.5.1 and 9.6.5.2.
- 9.6.5.1** If a Joint Terminal User fails to deliver at the Terminal the quantity of LNG defined in its Individual Annual Schedule, including also the failure to deliver the LNG Carrier within its Scheduled Slot, the Terminal Operator shall calculate the Pro-rata Capacity Share applying the formula set out in clause 2.1.71 and excluding the missing LNG volume from such formula. The principles set out in clauses 9.3.10, 9.3.11, and 9.3.12 shall be adopted considering, for each Joint Terminal User, the updated value of the Pro-rata Capacity Share calculated as specified in this clause.

- 9.6.5.2 If a Joint Terminal User has not issued or updated a Bank Guarantee as set out in clause 9.8.5 and, on a considered Gas Day, such Joint Terminal User does not have a Net Borrowed Quantity > 0 towards another Joint Terminal User whose LNG is being unloaded at the Terminal during the Slot, the Daily Regasification Nomination of such Joint Terminal User for such Gas Day shall be equal to zero. In the aforementioned circumstances, such Joint Terminal User shall be excluded from the application of clauses 9.3.11.1, 9.3.11.2 and 9.3.11.3. In the aforementioned circumstances and for the considered Gas Day, the Terminal Operator shall exclude such Joint Terminal User the formula set out in clause 2.1.71 for the calculation of the Pro-rata Capacity Share relative to all the other Joint Terminal Users.
- 9.6.6** The Terminal Operator shall perform the Matching Process for each of the Daily Regasification Nominations resulting from the application of clause 9.6.5, subject to clause 9.6.6.1 and 9.6.6.2. For the sake of clarity, if the Terminal User holding the Late Spot Scheduled Slot or Joint Terminal User has several counterparties acting as a Shipper, the principles stated in clause 9.6.5 are applied to the aggregate nomination submitted by such Terminal User or Joint Terminal User and, in case the Terminal Operator amends the Daily Regasification Nominations submitted by the Terminal User or Joint Terminal User, the Terminal Operator shall increase or decrease the correspondent Shippers' nominations pro-rata per Shipper.
- 9.6.6.1 If the Joint Terminal User nominates less than the pro-rata minimum Daily Regasification Nomination of the Joint Terminal User as set out in clause 9.3.11.1, the Daily Regasification Nomination of the Joint Terminal User is set as equal to the pro-rata minimum Daily Regasification Nomination of the Joint Terminal User as set out in clause 9.3.11.1.
- 9.6.6.2 If the Terminal User holding the Late Spot Scheduled Slot nominates less than the minimum Daily Regasification Nomination of such Terminal User as set out in clause 9.3.12.1, the Daily Regasification Nomination of the Terminal User holding the Late Spot Scheduled Slot is set as equal to the minimum Daily Regasification Nomination as set out in clause 9.3.12.1.
- 9.6.7** After evaluating the Daily Regasification Nomination as set out in clauses 9.6.5 and 9.6.6, the Terminal Operator shall provide the amended and/or approved Daily Regasification Nominations to the respective Terminal User or Joint Terminal User, no later than 17:00 Eastern European Time (EE(S)T) of the previous Gas Day.
- 9.6.8** On each Gas Day, the Terminal Operator shall perform the LNG Regasification and inject the corresponding nominated quantity of Natural Gas at the entry point into the Natural Gas transmission network. The Terminal Operator shall make any reasonable effort to deliver the nominated quantity of Natural Gas over the course of the relevant Gas Day according to the hourly quantities of Daily Regasification Nomination specified by the Terminal User or Joint Terminal User as set out in clauses 9.6.3 - 9.6.7.

- 9.6.9** In the case the Terminal Operator breaches its obligation set out in clause 9.6.8, the Terminal User whose Daily Regasification Nomination has not been respected shall have the right to claim damage from the Terminal Operator, subject to clause 9.6.10 and the limitations of liability set out in the General Terms and Conditions, except in the cases in which the Daily Regasification Nomination has not been respected due to any of the reasons set out in clauses from 9.6.9.1 to 9.6.9.8 (included). If applicable, the missing Natural Gas volumes shall be distributed between the relevant Joint Terminal Users in proportion to each Joint Terminal User's accepted Daily Regasification/Reloading Nominations of the total accepted Daily Regasification/Reloading Nominations.
- 9.6.9.1 The Terminal User or Joint Terminal User has submitted the Daily Regasification Nomination not in compliance with clause 9.6.
- 9.6.9.2 There is insufficient LNG on board the Terminal.
- 9.6.9.3 The LNG does not meet the LNG Quality specifications set out in clause 10.1.
- 9.6.9.4 The Terminal User (i) has delayed the performance of its obligations or is in breach of the terms of the Contract Package, (ii) omits or breaches its duty (statutory or otherwise), or (iii) is unable, refuses or fails to deliver LNG on to the Terminal (other than due to a default of the Terminal Operator of its obligations under the Contract Package).
- 9.6.9.5 Any event set out in clauses 9.5.12.1 - 9.5.12.7 occurs.
- 9.6.9.6 Any of the circumstances set out in clause 9.11.1 occurs.
- 9.6.9.7 Natural Gas cannot be injected into the Natural Gas transmission network due to a reason attributable to such network or the TSO.
- 9.6.9.8 Any event or circumstances outside the Terminal Operator's control occurs.
- 9.6.10** In the case set out in clause 9.6.9, the sole compensation shall be a reduction of the Regasification Service charges owed by the Terminal User, in proportion to the daily quantity of Natural Gas not being injected into the Network in respect of the corresponding Daily Regasification Nominations by the Terminal User for the same Gas Day. Such reduction shall be the Terminal User's sole and exclusive remedy for the daily quantity of Natural Gas not being injected into the Network. The Terminal User shall submit any claim under this clause 9.6.10 to the Terminal Operator in writing and no later than 20 days after the end of the calendar month in which the event set out in clause 9.6.9; otherwise any claim shall be deemed waived by Terminal User and barred. The Terminal Operator shall review the claim within 40 days from receipt and, if not disputed, pay the claim to the Terminal User within 30 days from the completion of the review.
- 9.6.11** The Terminal User undertakes that the Shipper is entirely responsible for the Natural Gas injected inside the Natural Gas transmission network and that the Shipper complies with all requirements set by the TSO.

- 9.6.12** The Terminal User holding the Late Spot Scheduled Slot or all Joint Terminal Users that are allowed to inject Natural Gas into the Natural Gas transmission network during the Scheduled Slot in accordance with clauses 9.8.2 and 9.8.3 undertake to identify to the Terminal Operator a Shipper, as set out in clause 9.6.3, that shall be responsible for booking the entry capacity to the Natural Gas transmission network in accordance with all applicable TSO regulations, and to communicate to the designated Shipper the Daily Regasification Nominations set out in clause 9.3.15 and the corresponding daily rate of Natural Gas injection into the Natural Gas transmission network.
- 9.6.13** If at the end of the Scheduled Slot or the Late Spot Scheduled Slot, the LNG Regasification of the LNG unloaded volume is not complete due to the limitations imposed by the minimum and maximum total Daily Regasification Nominations allowed by the Terminal Operator on such Schedule Slot as per clause 9.3.2, or due to any other reasons outside the Terminal User's control, the remaining LNG volume to be regasified shall be transferred to the next Scheduled Slot.
- 9.6.14** Nominations of the Terminal User submitted by 15:00 EE(S)T on Gas Day D-1, can be adjusted by renomination. Even if a Terminal User does not submit nominations by the above-mentioned time limit, the Terminal User shall have the opportunity to submit renominations. The renominations can be submitted on Gas Day D by 15:00 EE(S)T and on Gas Day D by 23:00 EE(S)T. The decisive factor for nomination and renomination processing of the LNG Terminal Operator is the timestamp when the LNG Terminal Operator has received the nomination or renomination submitted by the Terminal User. The Terminal User's nominations must be the same size (flat) for all hours of the Gas Day and renominations must be the same size (flat) for the remaining hours of the Gas Day. Possible remainders of the unit conversion from kWh/day to kWh/h must be placed on the last hour of the Gas Day. The latest renomination received by the renomination submission deadline shall be processed in the matching performed by the Terminal Operator. The renomination shall be made for the remaining hours of the Gas Day, taking into account the lead time of two full hours. I.e. renomination submitted by Gas Day D 15:00 EE(S)T shall be submitted for the hours starting from 17:00 EE(S)T until the end of the Gas Day, and renomination submitted by Gas Day D 23:00 EE(S)T shall be submitted for the hours starting from 01:00 EE(S)T until the end of the Gas Day.
- 9.6.15** The Terminal Operator shall perform the matching for renomination submitted by Gas Day D 15:00 EE(S)T on Gas Day D by 17:00 EE(S)T, and for renomination submitted by Gas Day D 23:00 EE(S)T on Gas Day D by 00:00 EE(S)T. The renominations that have been accepted constitute the confirmed nominations for the remaining hours of the Gas Day. In matching, Terminal Operator and the TSO reserve the right to change the renomination submitted by the Terminal User by decreasing the upward renomination or increasing the downward renomination, if the transmission of the amount of energy corresponding to the renomination would be causing uncontrollable risk of endangering the gas system balance management or the renomination does not meet the criteria set by the Terminal Operator for ensuring the continuity of regasification.

9.6.16 If after the last Gas Day of the Scheduled Slot or the Late Spot Scheduled Slot, the LNG Regasification of the LNG unloaded volume is not complete and cannot be transferred to the next Scheduled Slot, or the inventory of the Terminal User has been overdrawn, the sole remedy for this is to settle imbalance monetary between the Terminal User and Terminal Operator. In this case, the Terminal Operator notifies the Terminal Users in writing, specifying the amount of their inventory balance at the end of the period, and either compensates remaining inventory or invoices overdrawn inventory to such Terminal Users at the prevailing market price as determined according to Report of ICE Future Europe - index Dutch TTF Natural Gas Calendar Month Future for the relevant month. For the sake of clarity this method is intended only to settle small (under 5 GWh) operational imbalances after the last Gas Day of the Scheduled Slot or the Late Spot Scheduled Slot.

9.7 Request of Extension Service

9.7.1 The Terminal User shall have the faculty of requesting the Extension Service for one or more unallocated Scheduled Slot(s) at least ten days before the start of the Scheduled Slot the Extension Service is requested for. The Terminal Operator may accept a request for the Extension Service that is submitted even closer to the start of the Scheduled Slot, if the Terminal Operator considers that providing the Extension Service is still operationally possible. The Terminal User shall make the request in accordance with the conditions set out in clauses 9.7.1.1 - 9.7.1.6:

9.7.1.1 A Terminal User may request the Extension Service only for a Scheduled Slot that is identified by the Terminal Operator in accordance with clause 9.3.1.2 and that follows a Scheduled Slot that has already been allocated to the Terminal User making the request.

9.7.1.2 In case the Extension Service is provided for an unallocated Scheduled Slot that follows a Late Spot Scheduled Slot, the Extension Service can be requested and obtained exclusively by the Terminal User that such Late Spot Scheduled Slot is allocated to in accordance with clause 9.8.3.

9.7.1.3 In case the Extension Service is provided for an unallocated Scheduled Slot (other than Late Spot Scheduled Slot) that follows a Scheduled Slot where regasification and/or reloading volume have been allocated to one or multiple Joint Terminal User(s) in the ongoing Calendar Year Quarter, the Extension Service can be requested and obtained exclusively by the Joint Terminal User(s) to which regasification and/or reloading volume have been allocated to in accordance with clause 9.8.2.

9.7.1.4 The Extension Service is subject to the rules concerning Regasification Service and Reloading Service, as applicable, and defined in the Terminal Rules.

9.7.1.5 The Terminal User shall make the request for the Extension Service to the Terminal Operator with Annex 2.

9.7.1.6 The Terminal User shall submit the updated Daily Regasification Nominations for the Scheduled Slots affected by the Terminal User's request for the Extension Service. The information shall be submitted in connection with the request for the Extension Service in Annex 2. The updated Daily Regasification Nominations may differ from the Terminal User's previously submitted Individual Annual Schedule draft only within the limits set by the Scheduled Slot for which the Terminal User requests the Extension Service for and the immediately preceding Scheduled Slot that has already been allocated to the Terminal User. As part of the Extension Service, the Terminal User shall also have the right to request for the Reloading Service and/or to modify existing Reloading Service request, including amendments to the Daily Reloading Nominations, LNG Carrier Arrival for LNG Reloading and LNG Reloading volume. Modifications of the Individual Annual Schedule drafts other than the ones explicitly mentioned in this clause 9.7.2 may be rejected by the Terminal Operator at its sole discretion.

9.7.2 The Terminal User's request for the Extension Service in accordance with clause 9.7.1 is considered binding and such request may not be cancelled or withdrawn in any circumstances.

9.7.3 All Extension Service requests submitted as per clause 9.7.1 shall undergo the Terminal Operator's process of review and are subject to the Terminal Operator's approval. The Terminal Operator shall inform the Terminal User of its decision without undue delay, but latest 3 calendar days after Terminal Users request of the Extension Service.

9.7.4 After the Terminal Operator's approval of the Terminal User's Extension Service request as per clauses 9.7.1 and 9.7.3, the Scheduled Slot is considered to be allocated to the Terminal User(s) for the Extension Service. Consequently, the provisions set out in clauses 9.7.4.1 - 9.7.4.2 apply:

9.7.4.1 The Terminal Operator shall provide the updated Special Provisions to the Terminal User, who shall return the signed Special Provisions to the Terminal Operator no later than 3 calendar days from the submission date.

9.7.4.2 The Scheduled Slot allocated for the Extension Service shall not be allocated in future Spot Capacity Allocation Procedures.

9.7.5 In case the Scheduled Slot is subject to Joint Terminal Use in accordance with section 9.8, the Extension Service is available to only such Joint Terminal User(s) whose Extension Service request(s) the Terminal Operator has approved in accordance with clauses 9.7.1 - 9.7.3. Only such Joint Terminal User(s) shall have the right to submit Daily Regasification Nominations (and, if applicable, Daily Reloading Nominations) for the Scheduled Slot during which the Extension Service will be provided. For the avoidance of doubt, any other Joint Terminal User that has not explicitly requested the Extension Service cannot submit any Daily Regasification/Reloading Nominations in such Scheduled Slot.

9.7.6 The provision of the Joint Terminal Use set out in clause 9.8 shall not apply to the Scheduled Slot during which the Extension Service will be provided, if such Scheduled Slot follows a Late Spot Scheduled Slot. For the avoidance of doubt, only the Terminal User that has been allocated the immediately preceding Late Spot Scheduled Slot and whose Extension Service request has been approved by the Terminal Operator shall have the right to submit Daily Regasification Nominations (and, if applicable Daily Reloading Nominations) for such Scheduled Slot.

9.8 Joint Terminal Use

- 9.8.1** The respective rights and obligations of the Joint Terminal Users are established in these Terminal Rules and in the Joint Terminal Use Contract, which is signed by all the Joint Terminal Users and the Terminal Operator, with the exception set out in clause 8.7.11.2.
- 9.8.2** Within each Calendar Year Quarter, all the Terminal Users that have at least one assigned Scheduled Slot (other than Late Spot Scheduled Slot), according to the latest Annual Service Schedule approved before the start of the Calendar Year Quarter, are Joint Terminal Users and shall be obliged to exchange quantities of LNG for LNG Regasification and/or LNG Reloading.
- 9.8.3** The Late Spot Scheduled Slots, and volumes acquired through ITT as per clause 4.5, are excluded from the Joint Terminal Use described in clause 9.8. The Terminal Users that have only been assigned Late Spot Scheduled Slots, or have acquired volumes through ITT as per clause 4.5, within a Calendar Year Quarter shall not be considered Joint Terminal Users during such Calendar Year Quarter and shall not be subject to the provisions of clause 9.8.
- 9.8.4** A quantity of LNG delivered to the Terminal by a Joint Terminal User (Lender) shall be assigned to different Joint Terminal Users (Borrowers) and the Lender shall be obliged to lend such quantity of LNG to the Borrowers, according to the provisions of the Joint Terminal Use Contract and clauses 9.8.4.1 to 9.8.4.4, automatically and without separate consents of such Joint Terminal Users.
- 9.8.4.1** If a Joint Terminal User (Borrower) has a Daily Regasification and/or Reloading Nominations, approved by the Terminal Operator as set out in clause 9.3.16 but has no planned LNG Unloading on that Scheduled Slot according to the Annual Service Schedule, the Borrower shall borrow from a different Joint Terminal User (Lender), the quantity of LNG required for its Daily Regasification and/or Reloading Nomination, including the relative quantity of LNG consumed by the Terminal as Fuel Gas as per clause 11.2.
- 9.8.4.2** A Joint Terminal User (Lender) must lend to each Joint Terminal User (Borrower) a quantity of its own LNG, delivered at the Terminal during its Scheduled Slot, and such quantity, including the relative quantity of LNG consumed by the Terminal as Fuel Gas as per clause 11.2, shall be coherent with the Daily Regasification Nomination/Daily Reloading Nomination approved by the Terminal Operator for the Borrower for the specific Gas Day as set out in clause 9.3.15.
- 9.8.4.3** The borrowed quantity of LNG shall be considered as temporarily lent by the Lender to the Borrower, and the Borrower shall be obliged to return to the Lender an equal quantity of LNG, including the relative quantity of LNG consumed by the Terminal as Fuel Gas as per clause 11.2, measured in energy value, within the same Calendar Year Quarter in which such LNG was borrowed. Potential unbalances shall be settled at the end of the Calendar Year Quarter according to clause 9.8.7.
- 9.8.4.4** The ownership of the quantity of LNG shall be transferred from the Lender to the Borrower on the Gas Day in which such quantity is lent and shall be transferred from the Borrower to the Lender on the Gas Day in which such quantity is returned.

- 9.8.5** To secure the Liabilities associated with the Joint Terminal Use, all the Joint Terminal Users shall be obliged provide a Bank Guarantee as defined in the Joint Terminal Use Contract, for the amount defined in the relative formula in Annex 6.
- 9.8.6** The Terminal Operator shall maintain an inventory of the quantities of LNG borrowed by each Borrower to each Lender and returned by each Borrower to each Lender, as specified in clause 10.4.2.
- 9.8.7** Each Net Borrowed Quantity, for each Joint Terminal User towards each other Joint Terminal User, that is not equal to zero at the end of the Calendar Year Quarter, shall be settled by the Terminal Operator. The settlement shall be performed according to the provisions of the Joint Terminal Use Contract.
- 9.8.8** In the case of failure to provide or update the Bank Guarantee mentioned in clause 9.8.5 according to the provisions set in the Joint Terminal Use Contract, the Joint Terminal User shall be obliged to pay a penalty to the Terminal Operator equal to an amount defined in the relative formula in Annex 6.
- 9.8.9** Each Joint Terminal User shall be obliged to promptly notify the Terminal Operator of failures in complying with their Individual Annual Service Schedule that may affect the other Joint Terminal Users, including, but not limited to, failure to perform the LNG Unloading in the volume and within the time defined in the Individual Annual Service Schedule. The Terminal Operator shall notify the Joint Terminal Users, without undue delay, in the case the Terminal Operator becomes aware of circumstances that might affect their ability to benefit from Joint Terminal Use.
- 9.8.10** Joint Terminal Users shall have the right, without any additional fee, to transfer LNG volumes between themselves during a Calendar Year quarter as In-Tank-Transfers. The Joint Terminal Users who wish to do an In-Tank-Transfer shall provide the Terminal Operator with an In-Tank-Transfer agreement signed by all concerned Joint Terminal Users, along with updated Individual Service Schedules reflecting the transferred quantity, latest one working day before planned In-Tank-Transfer. For the avoidance of doubt, when doing an In-Tank-Transfer the title, risk and all obligations of transferred LNG is transferred from transferor to transferee on transfer date, but the liability for the Service Tariff is kept with the party who brought the cargo to the terminal. The Terminal Operator reserves the right to reject an In-Tank-Transfer request if arising effects on the Service Schedule are not within the Terminals operational limits.

9.9 Maintenance

- 9.9.1** The Terminal Operator is entitled to limit or suspend the Terminal Services if required for the sole purpose of carrying out an inspection, repair, modification or maintenance (including drydocking) necessitating partial or total unavailability of the Terminal for the period required for such inspection, repair, modification or maintenance.
- 9.9.2** No later than 5th June of every Calendar Year, the Terminal Operator publishes the scheduled maintenance plans for the following Calendar Year on the Terminal website, detailing the scheduled maintenance works to be performed to the Terminal, the time required to perform such works, and the effect on the provision of Terminal Services.

- 9.9.3** The total number of hours in the scheduled maintenance plan for the Calendar Year shall not exceed the annual maintenance allowance of the Terminal, set out by the Terminal Operator at its sole discretion and published on the Terminal website, except for the provisions of clause 9.11.1.6.
- 9.9.4** The Terminal Operator may, at any time (even within a Calendar Year), amend the scheduled maintenance plan, set out in clause 9.9.2, of such Calendar Year and/or perform additional scheduled or unscheduled maintenance works throughout the Calendar Year, and limit the provision of the Terminal Services accordingly without any liability whatsoever towards the Terminal User. The Terminal Users shall receive from the Terminal Operator, without undue delay, a written notification of unscheduled maintenance works and their potential effect on the provision of Terminal Services. If the Terminal User cannot, fully or partly, unload/reload its LNG cargo to/from the Terminal during its Scheduled Slot due to maintenance, such Terminal User shall pay the Service Tariff for such Scheduled Slot based on the volume of LNG (MWh) actually unloaded to/reloaded from the Terminal (if any) by the Terminal User during such Scheduled Slot based on the relevant Surveyor's report, but shall not be obliged to pay penalties, set out in the Contract Package, for not using such Scheduled Slot. However, the Terminal User shall remain solely liable towards Joint Terminal Users under the Joint Terminal Use Contract for not unloading/reloading an LNG cargo, fully or partly, to/from the Terminal during such Scheduled Slot.
- 9.9.5** If maintenance works coincide with an LNG Carrier arrival time set out in the Annual Service Schedule for LNG Unloading/Reloading, the Terminal Operator has the right to request the affected Terminal User to change the relative Annual Service Schedule in order to allow the performance of such maintenance works. The Terminal User's failure to adjust the Annual Service Schedule gives the Terminal Operator the right to correct the Annual Service Schedule, without any liability towards the Terminal User, as considered necessary to remove the inconsistency. The corrected Individual Annual Service Schedule is submitted to the Terminal User by the Terminal Operator and considered valid regardless of the Terminal User's notice of acceptance or lack thereof. If the Terminal Operator materially amends a Scheduled Slot of the Terminal User in connection with the correction of the Individual Annual Service Schedule, the Terminal User may notify the Terminal Operator in writing within 2 Business Days from the receipt of the corrected Annual Service Schedule that it will not use such Scheduled Slot. Upon submission of such notice, the Terminal User shall irrevocably forfeit its right to such Scheduled Slot without an obligation to pay the Service Tariff for the Slot or the penalties, set out in the Contract Package, for not using such Scheduled Slot. However, the Terminal User shall remain solely liable towards Joint Terminal Users under the Joint Terminal Use contract for not unloading/reloading an LNG cargo to/from the Terminal during such Scheduled Slot.
- 9.9.6** The Terminal User, whose actions (including, for the avoidance of doubt, also the actions of the LNG Carriers) have caused the need of maintenance (whether scheduled or unscheduled), shall be responsible for the costs of such maintenance as well as the losses caused by such maintenance.

9.10 Adverse Weather Conditions

- 9.10.1** The Terminal Operator has the right to limit or restrict the Terminal Services in case of Adverse Weather Conditions, provided that the affected Terminal Users are promptly informed of such limitations or restrictions. The Terminal Operator shall not be liable for any potential Liabilities incurred by the Terminal User as a result of such limitation or restriction.
- 9.10.2** The Terminal Users may request changes to their Annual Service Schedule in case of Adverse Weather Conditions impede the respect of the LNG Carrier arrival time and/or the Allotted Unloading Time and/or the Allotted Reloading Time set in the Annual Service Schedule, in compliance with the Contract Package. The Terminal Operator may accept such changes from the Terminal User's Individual Annual Service Schedule in consideration of such Adverse Weather Conditions, at the Terminal Operator's sole discretion.

9.11 Changes and limitations of Terminal Services provision

- 9.11.1** The Terminal Operator has the right to implement changes to the agreed Annual Service Schedule, limit or terminate the provision of the Terminal Services, such as change accepted Daily Regasification/Reloading Nominations, in compliance with the Terminal Rules and the applicable Laws if, according to the Terminal Operator's opinion, such measure is justifiable and necessary as one of the circumstances specified in clauses 9.11.1.1 - 9.11.1.6 occurs. For the avoidance of doubt, it is stated that the Terminal Operator shall not be liable for any Liabilities incurred by the Terminal Users as a result of such changes to, limitations to or termination of the provision of the Terminal Services.
- 9.11.1.1 The Terminal is at risk of falling below the minimum LNG Heel level, which is needed to guarantee the continuous operation of the Terminal, as defined in clause 11.
- 9.11.1.2 The Terminal is at risk of exceeding the maximum storage capacity, as defined in clause 3.2.
- 9.11.1.3 At least one LNG quality parameter is at risk of exceeding the acceptable limit, as provided in clause 10.
- 9.11.1.4 Terminal operations, if continued and/or unrestricted, may represent a hazard to the Persons, the Terminal properties or the environment due to factors such as technical malfunctions, emergencies, or third parties' illegal activities.
- 9.11.1.5 The national Natural Gas system to which the Terminal is connected is entirely or partially hindered, or it is at risk of falling into an extreme state, according to the TSO's evaluation, and this risk is worsened by the continuation of unrestricted Terminal operations.
- 9.11.1.6 According to the Terminal Operator's evaluation, the Terminal is in extreme conditions, or it requires unscheduled maintenance and/or inspections not allowing the continuation of the Terminal operations, if necessary, exceeding the annual maintenance allowance as specified in clause 9.9.

- 9.11.2** The changes that the Terminal Operator is allowed to perform in the circumstances of clauses 9.11.1.1, 9.11.1.2 and 9.11.1.3, include changing the LNG Regasification rate, the LNG Unloading rate and/or the LNG Reloading rate, emptying the Terminal tanks, obliging the Terminal User to empty the Terminal tanks, using the Terminal User's LNG to cool the Terminal tanks, and relocating or mixing the LNG stored at the Terminal. In case Terminal Operator obligatorily requests Terminal User to change their Daily Regasification/Reloading Nomination, the Terminal User shall have response time of two full hours to implement the changes by sending an updated Daily Regasification/Reloading Nomination.
- 9.11.3** Under the circumstances set out in clauses 9.11.1.4, 9.11.1.5, and 9.11.1.6, the Terminal Operator is entitled to interrupt or limit the provision of the Terminal Services without prior notice to the Terminal Users, except in the case of scheduled maintenance for which the provisions of clause 9.9 apply. The Terminal Operator shall inform each Terminal User about time, duration and motivation of the suspension of the Terminal Services by providing a written notice.
- 9.11.4** In the case one or more Terminal Users can be identified as responsible for the occurrence of the conditions set out in clauses 9.11.1.1 - 9.11.1.6, the Terminal User shall be liable for any losses resulting from such conditions as detailed in the Contract Package.
- 9.11.5** In any situation in which the Terminal Operator must reject, limit or interrupt the provision of a Terminal Service as set out in clause 9.11.1 and clause 9.11.2, the rejection/limitation/interruption of the Regasification Service shall only occur if this cannot be prevented by any possible rejection/limitation/interruption of the Reloading Service, in coherence with clause 4.2.5.
- 9.11.6** The Terminal Operator has the right to limit or terminate the provision of the Terminal Services to a specific Terminal User if such Terminal User fails to comply with the Contract Package. The Terminal Operator shall provide written notice to the Terminal User concerning the termination as detailed in clause 9.11.3. This provision applies to cases including, but not limited to, the Terminal User's failure to provide complete and timely payments in accordance with the Contract Package, noncompliance with LNG quality requirements, or refusal to allow LNG Carrier inspections.
- 9.11.7** In the circumstance in which the Terminal Operator uses a quantity of the Terminal Users' LNG to cool the Terminal tanks to ensure the continuous and safe operations of the Terminal, the related expenses shall be covered by the Terminal User responsible for the increase in the temperature inside the Terminal tanks to a level unsuitable for the continuation of the Terminal operations or, in case of the Terminal Operator's default, the Terminal Operator shall be liable as provided in the Contract Package. In case the need to cool the Terminal's tanks is not caused by the Terminal User's or the Terminal Operator's fault, the quantity of LNG consumed in the cooling is allocated to all Terminal Users proportionally to the quantity of LNG stored by each Terminal User in the Terminal at the time.

10. LNG/NATURAL GAS QUALITY AND VOLUME

10.1 LNG quality

- 10.1.1** The Terminal User shall ensure that the LNG unloaded complies in all respects with the LNG quality specification set out in Annex 3. The Terminal Operator has right to change the LNG quality specifications as required by informing the Terminal Users in writing 6 calendar months in advance before entry into force of the change.
- 10.1.2** The Terminal User is aware that the Terminal is not able to condition or modify the quality of the LNG unloaded or stored. The Terminal Users acknowledge that LNG quality changes over time due to ageing and, therefore, LNG quality parameters at the time of LNG Unloading may differ from those registered when loading at the export port, from the LNG quality parameters at the time of LNG Reloading from the Terminal to the LNG Carrier and/or from the Natural Gas quality parameters at the time of injection of the Natural Gas from the Terminal to the Natural Gas network.
- 10.1.3** Terminal Users acknowledge that the Terminal Operator has right to mix the LNG unloaded by a Terminal User with the LNG stored in the Terminal.
- 10.1.4** The Terminal Operator shall perform Commercially Reasonable Endeavours to avoid that the quality parameters of LNG unloaded by a Terminal User or, when applicable, the quality of LNG mixtures with LNG delivered by different LNG Carriers, do not undergo excessive variations with respect to the natural LNG ageing process provided that LNG Reloading and/or LNG Regasification and network injection is compliant with clause 9.5.16.
- 10.1.5** The Parties acknowledge that the Terminal does not have equipment for measuring the quality of LNG injected into the Terminal and/or reloaded from the Terminal to the LNG Carrier. Consequently, monitoring continuously the Natural Gas quantity and quality, the Terminal Operator forecasts, using the ageing model described in Annex 3, when the quality of the LNG stored might become incompliant with the requirements defined in clause 10.1.1, and informs the Terminal Users accordingly. The Terminal Operator shall not be liable in the cases in which the application of the aforementioned ageing model produces forecasts deviating from the actual quality of the LNG injected or stored into the Terminal, including the case in which such deviations in the forecasts result in Natural Gas being out of the specifications set out in clause 10.3.
- 10.1.6** Each Party shall notify the other Party as soon it becomes aware, and without delay, that LNG delivered, or to be delivered, is reasonably expected to be incompliant with the requirements defined in clause 10.1.1, including details of the extent of the variance or the expected variance to the LNG Specifications, the cause of the non-compliance and the expected duration. However, for the avoidance of doubt, the Terminal User shall be solely responsible for that the quality of LNG delivered to the Terminal meets the requirements set out in the Contract Package, regardless of whether the Terminal Operator has notified that Terminal User of LNG quality issues in accordance with this clause 10.1.6 or not.
- 10.1.7** The Terminal Operator shall have the right to refuse LNG Unloading if one or more of the conditions presented in clauses 10.1.7.1, 10.1.7.2 and 10.1.7.3 is verified by the Terminal Operator to be satisfied.

- 10.1.7.1 The LNG loaded at the export port lacks a loading certificate that meets the LNG quality requirements set out in clause 10.1.1.
- 10.1.7.2 The quality of the LNG loaded at the export port, evaluated with the ageing model described in Annex 3 taking into account the loading certificate, density and temperature measurements, will not be compliant with the LNG quality requirements set out in clause 10.1.1 at the time of the unloading of LNG into the Terminal.
- 10.1.7.3 The quality, temperature and pressure of the LNG, both when loaded at the export port and when LNG Carrier arrives at the Port, are likely to provoke technical issues at the Terminal.
- 10.1.8** The Terminal User can request the Terminal Operator to accept LNG that is not in compliance with the requirements set out in clauses 10.1.7.1 and/or 10.1.7.2 and the Terminal Operator may, at its sole discretion, accept or reject the unloading of LNG not meeting such requirements following the provision of clauses 10.1.8.1 - 10.1.8.3. For the avoidance of doubt, the Terminal User shall be liable for any consequences of unloading of LNG that is not in compliance with the requirements into the Terminal and indemnify and hold the Terminal Operator harmless, in accordance with section 5.1(h) of the General Terms and Conditions, for any Liabilities incurred by the Terminal Operator as a result of unloading of LNG that is not in compliance with the requirements into the Terminal, whether such unloading has been accepted by the Terminal Operator pursuant to clause 10.1.8 or not.
- 10.1.8.1 Such acceptance shall have no impact for the safety of the Terminal, the environment and personnel, the compliance with applicable Laws, Terminal Operations or other Terminal Users and Natural Gas quality requirements set out in clause 10.3 can be met.
- 10.1.8.2 Terminal Operator shall be entitled to delay unloading of LNG incompliant with the requirements defined in clause 10.1.1 for the period of time reasonably required for the Terminal Operator to perform its internal evaluations without any liability whatsoever for demurrage or other Liabilities incurred by the Terminal User.
- 10.1.8.3 If the LNG is incompliant with the requirements defined in clause 10.1.1 only in relation to the temperature being higher than as set out in Annex 3, the Terminal Operator may adjust operational parameters to facilitate the LNG Unloading. Under that circumstance, The Terminal Operator shall not give any economical compensation to the Terminal User related to Fuel Gas consumption higher than what stated in clause 11.2.2.
- 10.1.9** The Terminal Operator has the right to stop the LNG Unloading and/or LNG Reloading if, for any reason, the LNG is found to be incompliant with the requirements set out in these Terminal Rules.
- 10.1.10** For the avoidance of doubt, it is stated that the Terminal Operator shall not be liable for refusing or stopping the LNG Unloading and/or LNG Reloading pursuant to clause 10.1.7 or 10.1.9.

10.2 LNG volume

- 10.2.1** The Terminal User undertakes that the LNG Carrier's tanks shall be calibrated by independent authorised institutions according to international standards and equipped for LNG volume measurement and accounting.

- 10.2.2** The volume of LNG unloaded from an LNG Carrier into the Terminal is measured as the difference between the LNG stored in the LNG Carrier before and after the unloading in accordance with the Annex 3 and evaluated with the following formula:

$$E = (V \times \rho \times GHV) - E_r - E_f$$

Where:

E: Unloaded/reloaded LNG expressed in kWh;

V: Unloaded/reloaded LNG expressed in m^3 ;

ρ : LNG density expressed in kg/m^3 ;

GHV: gross heating value of LNG expressed in kWh/kg;

E_r : quantity of gas returned to the LNG Carrier during LNG Unloading / to the Terminal during

LNG Reloading expressed in kWh;

E_f : quantity of Natural Gas consumed by the LNG Carrier during LNG Unloading / LNG Reloading expressed in kWh.

Similarly, the volume of LNG reloaded from the Terminal into an LNG Carrier is measured as the difference between the LNG stored in the LNG Carrier before and after the LNG Reloading in accordance with the Annex 3 and evaluated with the following formula:

$$E = (V \times \rho \times GHV) - E_r + E_f$$

- 10.2.3** The volume of unloaded/reloaded LNG shall be confirmed by a certificate issued by the Surveyor once unloading/reloading is complete, containing the results of LNG volume measurement, calculations, and supporting data. The Terminal User shall be responsible for the Master or its authorized representative, as applicable, providing such certificate to the Terminal Operator.
- 10.2.4** Results of LNG volume measurements shall be approved by the Surveyor in the presence of the Terminal Operator and Terminal User or their authorised representatives. If the Terminal User is not present during any inspection, the Surveyor shall be considered to be authorised to represent the Terminal User, unless otherwise agreed between the Terminal Operator and the Terminal User.

10.3 Natural Gas quality and volume

- 10.3.1** The volume and quality of Natural Gas shall be determined by the Terminal Operator in accordance with the procedures set forth in Annex 3.
- 10.3.2** The Terminal Operator is responsible for ensuring that the Natural Gas delivered into the TSO network complies with the Natural Gas quality specifications set forth under the requirements of the Republic of Finland, the requirements of the competent authorities and the requirements of the TSO. Any changes to Natural Gas quality specification shall be promptly notified to all Terminal Users by the Terminal Operator. As soon as the Terminal Operator discovers that the Natural Gas injected, or to be injected, does not comply with the Natural Gas quality specifications, the Terminal Operator must inform the Terminal User and the TSO and ensure to undertake all the reasonable measures to minimise or avoid any costs or delays caused by the incompliant Natural Gas.

- 10.3.3** The changes in temperature and state of the LNG brought about by LNG Regasification and/or LNG Reloading, or changes to the composition of LNG or Natural Gas caused by the natural effects of Boil Off Gas, which includes ageing, or by the usage of LNG as Fuel Gas as set in clause 11.2, shall not be deemed to constitute the introduction of a contaminant into such LNG or Natural Gas, nor shall such LNG or Natural Gas be considered incompliant with requirements set out in clauses 10.1.1 and 10.3.2 respectively as a result of any such changes or processes.
- 10.3.4** If the Natural Gas is rejected by the TSO due to a reason caused by the Terminal Operator's default (including, but not limited to, the Natural Gas being contaminated inside the Terminal due to the Terminal Operator's default during the LNG storage or the LNG Regasification), the Regasification Service charges owed by the Terminal User will be reduced in proportion to the quantities of incompliant Natural Gas injected into the Network. In such case, such reduction shall be the Terminal User's sole and exclusive remedy.
- 10.3.5** In the event that the Natural Gas to be injected in the TSO network does not comply with requirements set out in clause 10.3.2 due to the ageing of the LNG already stored at the Terminal, this will not constitute a Terminal Operator's default since the Terminal User acknowledges and accepts such risk.
- 10.3.6** In the event that the Natural Gas to be injected in the TSO network does not comply with requirements set out in clause 10.3.2 due to the Terminal User having unloaded to the Terminal LNG incompliant with the requirements defined in clause 10.1.1, that shall not constitute a Terminal Operator's default and the Terminal User shall be liable for the event in accordance with Section 5.1(g) of the General Terms and Conditions.

10.4 Inventory

- 10.4.1** Quality and volume of both LNG and Natural Gas are inventoried for each Terminal User in accordance with provisions of the Annex 3 by the Terminal Operator. The Terminal Operator performs the inventory at least once per year.
- 10.4.2** The Terminal Operator will provide the Terminal User with the monthly balance, including daily LNG volume unloaded, reloaded and/or regasified, and Net Borrowed Quantity towards each Joint Terminal User, at least once per calendar week.
- 10.4.3** Upon written request, the Terminal Operator shall provide the Terminal User with all information related to determination and accounting of the volume and quality of LNG and Natural Gas.

11. LNG HEEL AND FUEL GAS

11.1 LNG Heel

- 11.1.1** The Terminal Operator owns the LNG Heel and is responsible towards the Terminal Users for maintaining the LNG Heel level as set out in clause 3.2.1 in order to ensure the continuous provision of Terminal Services.
- 11.1.2** In the event that the LNG Heel falls below the level as set out in clause 3.2.1 due to a reason caused by the Terminal User's default, the Terminal User acknowledges and accept that the amount of LNG required to restore the LNG Heel level is withdrawn by the Terminal Operator from the LNG stored in the Terminal.
- 11.1.3** The Terminal Operator shall not give any economical compensation related to the withdrawal of LNG pursuant to clause 11.1.2.
- 11.1.4** In the event that the LNG Heel falls (or is at risk of falling) below the level as set out in clause 3.2.1 due to other reason than set out in clause 11.1.2, the Terminal Operator shall:
- 11.1.4.1 ask the Terminal Users for offers to exchange an amount of their LNG stored at the Terminal with a corresponding amount of Natural Gas acquired from the exchange or, if feasible, to sell such amount of LNG via unloading of additional LNG Cargo into the Terminal; or
 - 11.1.4.2 if no such offer is received from any Terminal User or the received offer is not reasonably acceptable to the Terminal Operator, the Terminal User acknowledges and accepts that the amount of LNG required to restore the LNG Heel level is withdrawn by the Terminal Operator in proportion to the actual LNG stored in the Terminal owned by each Terminal User. In such case, the Terminal Operator notifies the Terminal Users in writing, specifying the amount of their LNG withdrawn for restoring the LNG Heel level at the Terminal, and compensates the withdrawn amounts to such Terminal Users at the prevailing market price as determined according to Report of ICE Future Europe - index Dutch TTF Natural Gas Calendar Month Future for the relevant month.

11.2 Fuel Gas

- 11.2.1** The Terminal Operator withdraws from the LNG stored in the Terminal the quantities of LNG and/or Natural Gas to be used as Fuel Gas for the provision of Terminal Services as defined in Annex 3.
- 11.2.2** The cumulative volume of LNG used as Fuel Gas during all Slots of a Calendar Year Quarter (excluding Late Spot Scheduled Slots) is not higher than 3.0% of the cumulative volume of LNG regasified and/or reloaded during such Slots (excluding Late Spot Scheduled Slots). In addition, during normal operation, the cumulative volume of LNG used as Fuel Gas during a Late Spot Scheduled Slot is not higher than 3.0% of the cumulative volume of LNG regasified and/or reloaded during such Late Spot Scheduled Slot.
- 11.2.3** The Terminal Operator shall not give any economical compensation related to the withdrawal of LNG pursuant to clause 11.2.1 if the Fuel Gas consumption is in compliance with clause 11.2.2.

- 11.2.4** Clause 11.2.2 shall not apply for a given day when the LNG does not meet the LNG Specifications as set out in clause 10.1.
- 11.2.5** Clause 11.2.2 shall not apply for a given day when a ship-to-ship transfer has occurred or the day following the day on which such a ship-to-ship transfer is complete.
- 11.2.6** Subject to clauses 11.2.4, 11.2.5, 11.2.10 and 11.2.11, if the cumulative volume of LNG used as Fuel Gas during all Slots of a Calendar Year Quarter (excluding Late Spot Scheduled Slots) exceeds 3.0% of the cumulative volume of LNG regasified and/or reloaded during such Slots (excluding Late Spot Scheduled Slots) due to the Terminal Operator's default, the Terminal Operator shall compensate, subject to the limitations of liability set out in the Contract Package, to the Terminal User the value of such LNG consumed as Fuel Gas in excess of the aforesaid rate of 3.0%. The said value shall be calculated using the LNG Price. If regasified Natural Gas and/or reloaded LNG has been delivered to Joint Terminal Users from the Terminal during the Calendar Year Quarter, the aforesaid compensation shall be divided between such Joint Terminal Users in proportion to each Joint Terminal User's accepted Daily Regasification and/or Reloading Nominations of the total accepted Daily Regasification and/or Reloading Nominations of all Joint Terminal Users during the Calendar Year Quarter.
- 11.2.7** Subject to clauses 11.2.4, 11.2.5, 11.2.10 and 11.2.11, if the cumulative volume of LNG used as Fuel Gas during a Late Spot Scheduled Slot exceeds 3.0% of the cumulative volume of LNG regasified and/or reloaded during such Late Spot Scheduled Slot due to the Terminal Operator's default, the Terminal Operator shall compensate, subject to the limitations of liability set out in the Contract Package, to the relevant Terminal User the value of such LNG consumed as Fuel Gas in excess of the aforesaid rate of 3.0%. The said value shall be calculated using the LNG Price.
- 11.2.8** The compensation payable pursuant to clause 11.2.6 or 11.2.7 shall be the Terminal User's sole and exclusive remedy for the Fuel Gas consumption exceeding the said rate and the Terminal User shall not be entitled to elect a different or additional remedy, including instituting an action for breach of contract and the Terminal User accepts that such reduction is a genuine and reasonable pre-estimate of the losses which may be sustained by the Terminal User due to Fuel Gas consumption exceeding the said rate.
- 11.2.9** If the Terminal User is entitled to a compensation pursuant to clause 11.2.6 or 11.2.7, the Terminal User shall provide supporting price evidence for such Fuel Gas consumed in excess of the rate set out in clause 11.2.6 or 11.2.7, as applicable, without a delay. The review of the amount of LNG consumed as Fuel Gas shall be conducted annually on 1st October, or on the following Business Day if 1st October is not a Business Day. The Terminal User shall submit any claims under clause 11.2.6 or 11.2.7 to the Terminal Operator within thirty (30) days after the review, and the Terminal Operator shall review such claim within forty-five (45) days from the date such claim was received by the Terminal Operator and, if not disputed, pay the claim to the Terminal User within thirty (30) days from the completion of the review. If the Terminal User does not submit a claim within thirty (30) days after the review, any such claim shall be deemed waived by the Terminal User and barred.
- 11.2.10** If the Fuel Gas withdrawn according to clause 11.2.1 exceeds the limit set out in clause 11.2.2 due to the Terminal User's default or any reason that is not due to the Terminal Operator's default, the Terminal Operator shall not give any economical compensation related to the withdrawal of LNG pursuant to clause 11.2.1.

11.2.11 If the Fuel Gas withdrawn according to clause 11.2.1 exceeds the limit set out in clause 11.2.2 due to (a) the Terminal User's (i) delay in performance of its obligations or breach of the terms of the Contract Package, or (ii) negligence or breach of duty (statutory or otherwise), or (b) any reason that is not due to the Terminal Operator's default (including, but not limited to, Force Majeure or the master exercising his discretion when acting in accordance with his/her paramount responsibility for the safety of the Terminal and its personnel) or (c) inability to inject Natural Gas into the Natural Gas transmission network due to a reason attributable to such network or the TSO, the Terminal Operator shall not give any economical compensation related to the withdrawal of LNG pursuant to clause 11.2.1.

12. UPDATES

12.1 General principles

- 12.1.1** The Terminal Operator has the right to make amendments to (i) the form of the Terminal Service Contract, (ii) annexes and sub-annexes of the signed Terminal Service Contract (including, but not limited to, the Terminal Rules and the General Terms and Conditions), and (ii) the signed Joint Terminal Use Contract and its annexes (the “Amendable Documents”) in compliance with applicable Laws. Such amendments can also be executed by the Terminal Operator, at the Terminal Operator’s discretion, as a result of request for amendments received from others, as set out in clause 12.2.
- 12.1.2** All the provisions of the Amendable Documents that require the approval of the Finnish Energy Authority (Energiavirasto) or any other Governmental Authority shall be amended according to their respective procedures and timeline.
- 12.1.3** All the provisions of the Amendable Documents not covered by clause 12.1.2 can be unilaterally amended by the Terminal Operator without consents of the Terminal Users.
- 12.1.4** The Terminal User’s right to terminate the Terminal Service Contract as a result of amendment of an Amendable Document is set out in the General Terms and Conditions.
- 12.1.5** The Terminal Operator will publish the amended version of the relevant Amended Document on the Terminal website (clause 5.2). Such amended version shall become binding on the Terminal Operator and all Terminal Users, whom the earlier version of the relevant Amended Document has bound, on the first Gas Day of the next Calendar Year Quarter following the publishment of the amendment or, if there are less than thirty (30) Gas Days left before such first Gas Day, on the first Gas Day of the Calendar Year Quarter following such next Calendar Year Quarter.
- 12.1.6** The Terminal Operator shall not be liable for any Liabilities incurred by the Terminal Users as a result of amendments made by the Terminal Operator to the Amendable Documents.

12.2 Requests for amendments

- 12.2.1** The request for amendments can be submitted to the Terminal Operator at any time during the Calendar Year and shall include a general description of the required amendments, clear indication of the clauses and annexes of the Amendable Documents impacted, proposed date of entry into force of the amendment and any relevant supporting documents.
- 12.2.2** The Terminal Operator reserves 10 Business Days to evaluate the compliance of the request for amendments with clause 12.2.1; in the case of incompliance, the Terminal Operator will inform the Person requesting for amendments justifying the reasons. Any request is considered admissible for the Terminal Operator’s further review if the Terminal Operator does not provide feedback in writing to the Person requesting for amendments within 10 Business Days after the date of the request.

- 12.2.3** The Terminal Operator shall evaluate, at its sole discretion, the request for amendments considered admissible according to clause 12.2.2 based on the principles of the Terminal Rules and the General Terms and Conditions, all applicable Laws, technical, operational and cost implications for the Terminal, if necessary, requesting further information to the Person requesting for amendments.
- 12.2.4** If the Terminal Operator approves the request for amendments partially or in full based on the evaluation, within 60 Business Days from the date of the request, the Terminal Operator shall inform the Person requesting for amendments. Consequently, the Terminal Operator may develop amendments, at its sole discretion, to the relevant Amendable Document(s) following the provisions stated in clause 12. For the avoidance of doubt, the Terminal Operator shall under no circumstances be obliged to make any amendments to the Amendable Documents or to any other provisions included in the Contract Package.
- 12.2.5** If the Terminal Operator does not approve the request for amendments based on the evaluation, within 60 Business Days from the request, the Terminal Operator shall inform the Person requesting for amendments providing the reason why the request of amendment shall not be pursued.

13. LIST OF ANNEXES

Annex 1	Terminal operation manual
Annex 2	Form of Extension Service request
Annex 3	Quality / volume measurement and inventory specification
Annex 4	Form of Affiliate Guarantee (financial requirements)
Annex 5	Form of Bank Guarantee (financial requirements)
Annex 6	Calculation of Guarantees and penalties
Annex 7	Form of Bank Guarantee (request of Terminal Capacity)
Annex 8	Form of Terminal Capacity allocation request
Annex 9	Capacity Allocation Procedure and Annual Service Schedule timeline
Annex 10	Form of Individual Annual Service Schedule
Annex 11	Form of Scheduled Slot transfer agreement
Annex 12	Form of Daily Unloading or Reloading Nomination
Annex 13	Conversion table
Annex 14	Form of Scheduled Slot transfer
Annex 15	Form of ITT Agreement
Annex 16	Form of Biomethane Liquefaction request