

ANNEX No. 3

APPROVED
by order No. BV-59 of the Chief Executive Officer of
AB KN Energies on 11th of August, 2025

Operator's Technical Conditions

Table of Contents

1. ABBREVIATIONS AND DEFINITIONS	3
2. TERMINAL TECHNICAL CHARACTERISTICS.....	4
2.1. Terminal Facilities	4
2.1.1. FSRU	4
2.1.2. Connecting Pipeline and Gas Metering Station.....	4
3. LNG CARRIER ARRIVAL.....	5
3.1. LNG Carrier Arrival Window.....	5
3.2. Requirements for LNG Carriers	5
3.3. LNG Carrier Notices	7
3.4. LNG Carrier Mooring Scheme	7
3.5. LNG Carrier Berthing	8
3.6. LNG Carrier Unmooring.....	8
4. REQUIREMENTS AT THE TERMINAL	8
4.1. LNG loading / LNG reloading	8
4.2. Terminal Work Regime	9
4.3. Terminal Safety Requirements.....	10
4.3.1. Work Safety Requirements for LNG Carriers.....	10
4.3.2. Ship to Shore Safety Checklist.....	10
4.4. Communication	11
4.5. LNG Carrier Readiness	11
4.5.1. Stability of the LNG Carrier	11
4.5.2. LNG Carrier Crew Readiness	12
4.5.3. LNG Carrier Engine Readiness and Safety	12
4.5.4. LNG Carrier Cargo Readiness	12
4.5.5. LNG Carrier Repairs and Maintenance	12
4.6. Services at Terminal	12
4.6.1. Garbage Handling	12
4.6.2. Bunkering Facilities	12
4.6.3. Crew Change and Service Personnel	12
5. LNG CARRIER APPROVAL PROCEDURE	12
5.1. Introduction.....	12
5.2. Request for LNG Carrier Approval / Information Exchange and LNG Carrier / FSRU Interface Study	13
5.2.1. Request for LNG Carrier Approval	13
5.2.2. Information Exchange	13
5.2.3. LNG Carrier / FSRU Interface Study.....	13
5.3. Confirmation Meeting	13
5.4. Unloading/Reloading Test and LNG Carrier Approval	14
5.4.1. Unloading/Reloading Test.....	14
5.4.2. LNG Carrier Approval	14
5.5. LNG Carrier Safety Inspection	14
5.6. LNG Carrier Approval Follow-Up	14
Annex No. 1.....	15
Annex No. 2.....	18
Annex No. 3.....	22

1. ABBREVIATIONS AND DEFINITIONS

Abbreviations and terms used in Operator's technical conditions:

CAP – Condition Assessment Program.

GIIGNL – International Group of Liquefied Natural Gas Importers.

LNG Carrier Operator – LNG Carrier owner or other legitimate basis designed LNG Carrier owner's representative.

Loading Master – Floating storage crew member which is responsible of LNG loading / LNG reloading.

Mooring Master – FSRU Master or other designated crew member, responsible for LNG Carrier's safe berthing and un-berthing operations to/from FSRU.

OCIMF – Oil Companies International Marine Forum.

PIQ – Pre-Information questionnaire.

SIGTTO – Society of International Gas Tanker and Terminal Operators.

SIRE – Ship Inspection Report Program.

SSSC – Ship to Shore Safety checklist carried out in accordance with OCIMF requirements.

VPQ – Vessel Inspection Questionnaire.

Other terms used in the Operator's Technical Conditions shall have the meaning given to them in the Regulations.

2. TERMINAL TECHNICAL CHARACTERISTICS

2.1. Terminal Facilities

Terminal's facilities:

- Floating Storage and Regasification Unit (hereinafter – FSRU);
- Jetty:
 - Berthing and mooring dolphins;
 - Catwalks between facilities;
 - High pressure gas platform;
 - Service platform.
- Connecting pipeline;
- Gas metering station.

2.1.1. FSRU

Main parameters of FSRU:

Name	Independence
IMO number	9629536
Length	294.0 m
Width	46.0 m
Gross tonnage	109,793
Summer draft	12.6 m
Storage capacity	170,000 m ³
Cargo tank No. 1	26,510 m ³ *
Cargo tanks Nr. 2, 3, 4	each 46,873 m ³ *

* Cargo tanks filling level 98%.

FSRU loading system parameters:

Maximum LNG loading capacity	9,000 m ³ /h via all flexible LNG loading hoses
Maximum LNG reloading capacity when LNG regasification is performed during LNG reloading	5,000 m ³ /h via all flexible LNG unloading hoses
Maximum LNG reloading capacity when LNG regasification is not performed during LNG reloading	9,000 m ³ /h via all flexible LNG unloading hoses
Number of flexible LNG loading (LNG unloading) hoses	4 pcs
Number of vapor return flexible hoses	2 pcs
Diameter of flexible LNG loading (LNG unloading) hoses	10 inch
Length of flexible LNG loading (LNG unloading) hoses	18.5 m – 4 pcs 23.0 m – 2 pcs
Cargo manifolds' position on starboard	(L-L-V-L-L)
Liquid connection	4 pcs each of 16' inch (ANSI 150 RF type)
Vapor connection	16 inch (ANSI 150 RF type)
Minimum LNG temperature acceptable in tanks	minus 163 °C

LNG regasification system parameters of FSRU:

Maximum LNG regasification capacity	428,398 nm ³ /h*
Minimum LNG regasification capacity	57,089 nm ³ /h*
Number and capacity of LNG regasification trains	3 operating and 1 stand-by, each of capacity 142,800 nm ³ /h*
Operational pressure at FSRU natural gas export flange and natural gas discharging arms connection point	60 bar g
Natural gas connection	2 pcs each 12 inch (ANSI 900 RF type)

* LNG regasification capacities are provided at reference conditions combustion/measurement temperature 25/0 °C, pressure – 1.01325 bar.

2.1.2. Connecting Pipeline and Gas Metering Station

Connecting pipeline structural parameters are:

- Nominal diameter of the pipeline is DN 700 or external 711 mm;

- Design minimum gas throughput – 23,283 nm³/h;
- Design maximum gas throughput – 465,650 nm³/h;
- Design pressure in connecting pipeline is 60 bar;
- Minimal pressure in connecting pipeline is 25 bar;
- Natural gas temperature in connection pipeline varies from 0°C to +15°C;
- The length of a connecting pipeline is about 18 km;
- Two valves stations.

At the connection to the transmission system pipeline, a gas metering station is mounted for a custody measurement of the supplied natural gas. Gas metering station is located in Kiskenai village, Dovilai district, Klaipeda region municipality.

Main technological equipment of gas metering station:

- Ultrasonic and turbine meters (the main is turbine meter);
- Flow regulators;
- Pig Receiver;
- Gas filters;
- Online gas chromatograph;
- Dew point analyzer.

3. LNG CARRIER ARRIVAL

3.1. LNG Carrier Arrival Window

Regulation of LNG Carrier arrival to Port is determined in Port Shipping Rules. Additional requirements for LNG Carrier set by the Operator do not limit or override LNG Carrier's responsibility to follow existing International and Lithuanian ship rules. LNG Carrier's Master is obliged to obtain all permits, licenses and other necessary documents prior to LNG Carrier's arrival to Port.

LNG Carrier shall tender Notice of Readiness (NOR) to the Operator upon its arrival to the Port as set out in the Regulations.

Operator (or the FSRU Technical Operator on behalf of the Operator) shall accept or reject NOR if it is tendered in accordance with the terms and conditions of the Regulations.

The Operator shall make every reasonable effort to start and perform LNG load / LNG reload in accordance with the terms and procedures set by the Regulations, but in any case into these terms LNG loading / LNG reloading shall not be counted time spent for:

- LNG Carrier's navigation to the Port and mooring at the Terminal;
- The LNG load / LNG reload stoppages through no fault of the Operator when the Expert carries out LNG quantity and quality measurement;
- Delays of LNG Carrier to arrive to the Terminal or depart from it, to start or end LNG loading / LNG reloading due to the adverse weather or sea state;
- LNG load / LNG reload suspension due to LNG Carrier's fault or its inability to perform LNG loading / LNG reloading at the agreed maximum LNG loading/reloading rate;
- When due to the restrictions of Terminal operations (section 4.2 of Operator's Technical Conditions) LNG load / LNG reload cannot be started or is suspended;
- When LNG Carrier is not allowed to enter the Port in accordance with the mandatory order of Harbor Master;
- When LNG load / LNG reload is suspended by the Port Authority.

The Terminal User is fully liable towards the Operator for LNG Carrier's Master or owner responsibilities set in these Operator's Technical Conditions.

3.2. Requirements for LNG Carriers

All LNG Carriers, planning to arrive to Terminal, must be approved according to LNG Carrier approval procedure established by Operator (see chapter No. 5). The main responsibility for the safe operations conduct on board of the LNG Carrier rests with LNG Carrier's Master. The LNG Carrier's Master shall ensure that he and all other persons on board including LNG Carrier's crew will carefully follow all rules, regulations, formalities, measures and orders given by Operator or other authorities. The LNG Carrier's Master shall ensure that all agreements made between Terminal and LNG Carrier's crew are carefully observed and available information about Terminal is kept up to date. All operations on board the LNG Carrier related to the LNG Carrier handling and/or the LNG loading / LNG reloading shall be executed under supervision of the LNG Carrier's Master, and, if such operations are carried out outside of the LNG Carrier, then supervision shall be performed by Terminal staff.

LNG Carrier must be:

- In compliance with all applicable requirements of SOLAS, the ISM Code, the IGC Code and the regulations of any governmental authority having jurisdiction over the LNG Carrier;
- Equipped with communication means which comply with SIGTTO recommendations regarding ESD Systems & Linked Ship/Shore Systems for LNG Carrier to communicate with the Terminal. The LNG Carrier must be equipped with and able to use both optical and electrical communication means;
- Equipped with adequate facilities for LNG loading / LNG reloading, mooring, unmooring and handling cargo in accordance with the recommendations of OCIMF, ICS and SIGTTO, incl. appropriate cryogenic protection under the manifold platform to prevent LNG spraying onto the hull in the event of a flexible LNG loading / LNG reloading hoses spilt during LNG loading / LNG reloading operations;
- Must have a SIRE inspection carried out by an oil majors not more than six (6) months prior to cargo delivery to FSRU;
- Must have a CAP class No. 2 (two) issued by an approved Classification Society, if older than twenty (20) years;
- Maintained in accordance with the requirements applied to the similar class ships;
- Manned by a competent crew according to SIGTTO recommendations including crew members' proficiency in written and spoken English. LNG Carrier's Master, the chief officer, the designated security officer and chief engineer must be significantly advanced in order to communicate with FSRU crew members, and be fully conversant and experienced in LNG Carrier operations;
- Must sign the Conditions of Use (Annex No.1);
- Must have detailed procedures of LNG loading / LNG reloading operations in accordance with OCIMF, ICS and SIGTTO recommendations as well as LNG Carrier ballasting plan;
- Member of the International Group of P&I Clubs (IGP&I);
- Compatible in all respects with the Operator's facilities and in compliance with the provisions of LNG Carrier approval procedure as well as have a valid certificate of safety screening (vetting);
- Have a valid ISPS Certificate.

The LNG Carrier's owner or Master shall ensure that LNG Carrier would comply with international statutory rules for classification, construction, operation, and management during the LNG Carrier's operations at the Terminal. LNG Carriers are required to have a valid "Certificate of Fitness" set by SOLAS, MARPOL and Classification Society. The LNG Carrier's Master shall make these certificates available to Port State Control and Operator upon their request. Deficiencies or defects that may affect the validity of these certificates should be noted promptly on becoming apparent and made known to the Operator as soon as possible but in no event later than a NOR is tendered.

The LNG Carrier shall have on board up-to-date copy of the following documents:

- International Oil Pollution Prevention (IOPP) Certificate;
- Ship Oil Pollution Emergency Plan (SOPEP);
- Garbage record book;
- Certificate of Fitness chemical/gas, including product list;
- Procedures and arrangements manual;
- Cargo record book;
- OCIMF Ship Shore Safety checklist;
- Passage plan and mooring layout;
- Material safety data sheet's;
- Bill of lading;
- Other shipping documents for bulk liquid cargoes.

Upon the request of the Terminal or Port State Control The LNG Carrier's Master shall provide valid Certificates of Competency for all personnel in accordance with the law of the state in which the LNG Carrier is registered. The LNG Carrier's Master and crew must be trained and qualified in accordance with the relevant provisions of the International Convention on the Standards of Training, Certification and Watch-keeping for Seafarers (STCW), as introduced by the flag state administration.

The LNG Carrier's Master and crew shall be aware of the current Terminal Regulations and LNG loading / LNG reloading procedures and must comply with them. The LNG Carrier's Master shall at all times ensure that an adequate crew is maintained aboard to LNG loading / LNG reloading the LNG Carrier and handle emergencies, including immediate unmooring from the FSRU.

LNG Carrier's, in length over 160 meters, Master must order stand-by tug with firefighting equipment for LNG loading / LNG reloading time. The tug must be available for all LNG loading / LNG reloading time and ready for emergency situations in the Terminal and LNG Carrier as well as ensure safety when other vessels pass by the LNG Carrier.

3.3. LNG Carrier Notices

The LNG Carrier's Master is required to provide the Operator with a notice of arrival by email immediately or as soon as practically possible upon departure from the loading port, indicating the date and hour of such departure and an estimated time of arrival (ETA) to the Port. and must submit the copies of the following documents:

- Bill of Lading;
- Cargo quantity and quality certificates;
- Cargo manifest;
- Certificate of Origin or other document stating the cargo origin;
- Material safety data sheet;
- Statement of facts;
- Master's receipt of documents.

The LNG Carrier's Master must also provide updates of ETA during the whole voyage at prescribed intervals necessary to adequately manage the Terminals' activity. The necessary intervals for ETA notices are the following:

- a) Updating or confirming the ETA, which shall be sent **96** (ninety-six) hours prior to arrival at the Port. The Notice of arrival shall include cargo status (temperature, LNG tanks pressure and Cargo volume to be unloaded/reloaded), as well as declaration of operability of all cargo equipment to be used during the LNG loading / LNG reloading confirming that the cargo conditions will be complied with FSRU scheduling conditions;
- b) Updating or confirming the ETA, which shall be sent **72** (seventy-two) hours prior to arrival at the Port;
- c) Updating or confirming the ETA, which shall be sent **48** (forty-eight) hours prior to arrival at the Port;
- d) Updating or confirming the ETA, which shall be sent **24** (twenty-four) hours prior to arrival at the Port.

If any given ETA, as outlined above, changes more than by 6 (six) hours LNG Carrier's Master must without undue delay inform the Operator of the corrected time of arrival. When the ETA is less than in 24 (twenty-four) hours, the LNG Carrier's Master must update ETA every 6 (six) hours.

Furthermore, LNG Carrier's Agent every day from the Start of Sea Passage (SOSP) to the End of Sea Passage (EOSP) shall send to Operator the Cargo status in each tank.

Upon the request of Customs Department of Lithuania and State Tax Inspectorate or other government institutions the Operator may ask the LNG Carrier's Master to provide additional documents or information prior to the LNG Carrier's arrival or during its time in the Port.

3.4. LNG Carrier Mooring Scheme

According the Port Shipping Rules, LNG Carrier's Master or its agent must obtain a prior written permission from Harbor Master for a vessel of more than 200 m in length to enter to the Port. The maximum allowable LNG Carrier draught to enter the Port is stipulated by Harbor Master order provided at Klaipeda Port Information booklet

For LNG Carrier mooring operations FSRU is equipped with single and double quick release hooks – 18 (eighteen) mooring hooks in total, located on the FSRU bow and stern, with a capacity of 135 (one hundred thirty-five) ton safe working loads (S.W.L) and with electric capstan of 3 (three) tons line pull. Alongside FSRU starboard over the whole length of FSRU are dropped four large and two small pneumatic fenders for LNG Carrier berthing.

The LNG Carrier will be moored by a pre-arranged mooring scheme made by the FSRU Technical Operator and the LNG Carrier's Operator at the pre-arrival meeting which will be held according to the FSRU Carrier Nomination Procedures. The scheme and mooring sequence shall sent to the FSRU Master by FSRU Technical Operator for sequencing of mooring lines and approval, then to LNG Carrier's Master for final approval. When a complete mooring scheme has been agreed FSRU Technical Operator it sent to Klaipeda Harbor Master for approval as well as the Klaipeda pilots.

The mooring and the mooring line send out sequence will be led by the designated Mooring Master in close cooperation with both pilot and LNG Carrier's Master.

No additional mooring lines or different sequence shall be applied without mutual agreement between the LNG Carrier's Master and the FSRU Master's for final approval.

In case of emergency, the increase, changing of lines or unmooring of LNG Carrier from FSRU shall be made by mutual agreement by the LNG Carrier's Master and the Mooring Master, each master keeping his own vessel's safety paramount.

In case of adverse weather forecast The FSRU Master may order the LNG Carrier to suspend LNG loading / LNG reloading, disconnect flexible LNG loading (LNG unloading) hoses and unmoor according to the predetermined unmooring sequence.

If the LNG Carrier's Master is uncertain or in doubt of his own vessels safety he can at any time suspend LNG loading / LNG reloading, disconnect flexible LNG loading / LNG reloading hoses and order the FSRU Master to unmoor the LNG Carrier according to the predetermined unmooring sequence.

In all cases above, all existing national laws, regulations of Lithuania as well as international laws, rules and regulations shall be adhered to, always safeguarding life, vessel, and environmental interests.

Additional requirements of Port Authority, including emergency mooring lines, anchoring places are provided in Port Shipping Rules.

3.5. LNG Carrier Berthing

Pilot services in the Port are mandatory. According to the Port Shipping Rules tugs are used for LNG Carrier entrance, departure and berthing.

Prior to entering the Port LNG Carrier's Master and pilot shall once more check passage and berthing plan and LNG Carrier Master shall briefly inform LNG Carrier crew on berthing procedure. After LNG Carrier berthing the LNG Carrier Master together with FSRU Master shall perform Ship/Shore Safety Checklist.

For all arriving vessels there is special turning area called Smelte turning basin. The size and shape of the turning basin is sufficient under the maximum specified operating limits for conducting berthing operations. The Smelte turning basin size is 800 m in length and 600 m in width.

LNG Carrier's Master shall closely monitor the berthing speed which should be less than 0.25 m/s. A portable berthing Portable Computes unit will be used while LNG Carrier berthing alongside the FSRU, for measuring berthing speed, angle and other parameters. Final mooring position of the LNG Carrier shall be fixed by mooring lines and/or tugs considering the position of cargo manifolds. All LNG Carriers at the Terminal shall be moored port side alongside the FSRU, with the vessel's bow facing the entrance.

Prior to LNG Carrier's mooring operations the LNG Carrier's Master in direct contact must test radio and wireless communications between LNG Carrier, tugs and Terminal. LNG Carrier's crew must be viewable and available to follow instructions of Mooring Master during mooring operations.

The LNG Carrier's Master must ensure that all used mooring lines are clean and will not pollute the water surrounding the Terminal. LNG Carrier mooring lines may be passed to the Terminal when the distance between the vessels is close enough for heaving lines or a pneumatic line-throwing device to be used. The LNG Carrier's Master or other authorized person during mooring alongside the FSRU shall specify to FSRU Master on which hook each line should be fasten in accordance with the approved mooring layout. Any deviation with regard to mooring lines' location shall be agreed with LNG Carrier's Master and Terminal. Mooring lines fastened to the same mooring hook or in the same direction (e.g. sternward) must be of a similar breaking strength and comprised of the same materials. The mooring crew and gangs on both sides are required to be equipped with proper personal protective equipment (PPE) and to wear lifejackets.

The LNG Carrier's Master is responsible for safe mooring and the tension of mooring lines. Moreover, LNG Carrier's Master shall ensure that mooring lines loads are evenly distributed over the mooring pattern and that no lines are allowed to become slack or over-tight, by designating for this purpose appropriate crew member.

3.6. LNG Carrier Unmooring

During LNG Carrier unmooring the FSRU Master and the LNG Carrier's Master will use the pre-determined unmooring sequence agreed upon in conjunction with the pilots and Harbor Master. This sequence shall be sent to LNG Carrier Master by FSRU Master.

The mooring lines shall not be released until the abovementioned actions have been verified. When the last lines are released, the LNG Carrier should then be maneuvered away from the FSRU as parallel as possible and in accordance with the good practice of seamanship.

4. REQUIREMENTS AT THE TERMINAL

4.1. LNG loading / LNG reloading

LNG from the LNG Carrier into Terminal is discharged by LNG Carrier's cargo pumps via flexible LNG loading / LNG reloading hoses, whereas FSRU pumps are used for LNG reloading from Terminal into LNG Carrier. The FSRU is equipped with below listed pumps:

- 4 pcs. Spray (capacity: 50m³/h x 145 mlc);
- 4 pcs. Regas feed (capacity: 550 m³/h x 160 mlc);
- 8 pcs. Cargo (capacity: 1000 m³/h x 160 mlc).

LNG Carriers arriving to Terminal for LNG reloading must have additional reducers in case their flexible LNG loading / LNG reloading hoses manifolds diameter is different from Terminal's flexible LNG loading / LNG reloading hoses connection diameter (10 inch).

The LNG reloading operations to the LNG Carrier may be performed only if LNG cargo tanks are cooled down to a mean temperature of below -130 deg. C and contain a sufficient Minimum operational LNG heel level. If the LNG reloading is planned to be carried out into the LNG cargo tanks of the LNG Carrier with the LNG heel level higher than the operational LNG heel level, the Operator shall not be liable for the quality of the loaded LNG in the LNG Carrier.

During the LNG loading / LNG reloading SIGTTO/OCIMF recommendations of "LNG loading from Ship to Ship" should be followed. Before LNG loading / LNG reloading operations Operator and LNG Carrier's Master should agree on the LNG loading / LNG reloading procedure and follow OCIMF Ship-to-Shore Safety Checklist procedure. The Master of the LNG Carrier shall provide the cargo and ballast plan to the FSRU Technical Operator and the Operator before the LNG Carrier's arrival to the Terminal .

Loading Master is responsible for LNG loading / LNG reloading equipment maintenance and its arrangement in the LNG Carrier, appropriate equipment positioning, its safety and connection/disconnection. The FSRU Master assigns the group of crew members for each LNG Carrier LNG loading / LNG reloading equipment connection/disconnection performance.

LNG loading / LNG reloading operations can be started only by permission of Operator and executed with participating of an Expert and stand-by tug with firefighting equipment when LNG is unloaded or reloaded to LNG Carrier of more than 160 meters in length. In order to avoid reducing of LNG loading / LNG reloading rate or Boil of gas (BOG) the following conditions should be abide:

- The average of LNG temperature in the LNG Carrier cargo tanks (excluding vapour phase) should correspond to the saturation temperature at atmospheric tank pressure with + 0.5 degree Celsius error allowable;
- Before LNG loading / LNG reloading, the LNG Carrier pipelines must be properly cooled down.
- The cargo tank pressure in the LNG Carrier is allowed to increase up to 0.2 bar g.;
- BOG can be used as LNG Carrier generators fuel, if agreed between the Operator and the Terminal User, as well as FSRU generators fuel;
- LNG Carrier's Master shall perform LNG loading / LNG reloading at agreed rate and cannot act willfully in order to affect LNG loading / LNG reloading.

During the LNG reloading, the LNG Carrier's Master shall monitor the amount of LNG loaded and keep the FSRU Master informed of the amount of LNG reloaded. The LNG Carrier's Master must stop the LNG reloading when the LNG Carrier has been fully loaded with the quantity of LNG ordered. The Operator shall not be liable for any deviation of the actual quantity of LNG reloaded from the ordered quantity of LNG, nor for the temperature of the LNG loaded onto the LNG Carrier

4.2. Terminal Work Regime

The Terminal is open for operations 24 (twenty-four) hours per day, every day of the year, weather permitting. Terminal work regimes are conditioned by wind speed, thunderstorm, lightning and maintenance. The main restrictions of Terminal operations are listed in table below:

Operation	Restrictions
LNG Carrier berthing and un-berthing to/from Terminal	In accordance with Harbour Master mandatory order.
Suspended LNG loading / LNG reloading and regasification	The conditions are provided in Klaipeda Port Information booklet dedicated for LNG Carriers.

The LNG Carrier's Master is responsible for all actions of LNG Carrier during conditions restricting Terminal operations and for damages to the Terminal. LNG Carrier's Master and Operator should always observe weather forecasting and take respective actions, necessary to cease LNG loading / LNG reloading operations, and upon Operator order – unmoor and departure, before weather states reach restricting conditions. Hydrometeorological information is considered as appropriate when obtained from Port Authority, Hydrometeorological Office of Lithuanian Republic or other accredited Hydrometeorological institution.

When planning his actions LNG Carrier Master must assess requirements for the vessels which are stipulated in Port Shipping Rules.

LNG loading / LNG reloading operations shall be suspended or not be started for any of the following reasons:

- Any radio communication failure between the Terminal and the LNG Carrier;
- Any requested stop LNG loading / LNG reloading by the LNG Carrier;
- Any requested stop LNG loading / LNG reloading by the Loading Master or the Operator;
- Any emergency situation at the Terminal, LNG Carrier or equipment related to LNG loading / LNG reloading operations;

- When weather states reach the Terminal operations restricting conditions;
- When Loading Master sets that the LNG Carrier is considered to be in unsatisfactory ballast;
- If the LNG loading (LNG reloading) plan is not followed;
- During transfer of personnel to/from service boats;
- No stand-by tug with firefighting equipment near the Terminal;
- In cases stipulated in Port Rules;
- Any condition, which may have negative impact on the safety of the Terminal, environment or LNG Carrier.

After LNG loading / LNG reloading suspension parties must mutually to discuss further actions.

4.3. Terminal Safety Requirements

4.3.1. Work Safety Requirements for LNG Carriers

It is the responsibility of each LNG Carrier's Master to ensure conformance with the International Ship and Port Facility Security (ISPS) Code whilst at the Terminal. Before arrival, LNG Carrier's Master shall provide documentary evidence of compliance with ISPS code and crew members list.

LNG Carrier's Master holds total responsibility for the crew members in relation to Terminal property safety regardless of whether the crew is on list or not. LNG Carrier's crew must comply with the Terminal security plan and fire and safety procedures at all times. When LNG Carrier is moored at the Terminal the following conditions must be observed:

- It remains the Master's responsibility to ensure that his crew wears appropriate PPE at all times on the LNG Carrier in the Terminal area;
- LNG Carrier's fire-fighting equipment, including main and emergency fire pumps, shall be ready for immediate use. LNG Carrier's firefighting system shall at all times be fully operational in the climatic conditions at the Port. In addition, sufficient fire hoses must cover the deck area and manifolds and should be connected to fire main. Hoses must be tested and suitable for use. LNG Carrier's Master is responsible for keeping sufficient number of crew members on board at all times to fight fire effectively and to unmoor ship, if required;
- Works involving open flame are prohibited at LNG Carrier;
- Smoking is strictly prohibited at LNG Carrier except of the areas determined by LNG Carrier's Master and marked accordingly. In special circumstances, the Operator may prohibit smoking in areas onboard the LNG Carrier, which are normally reserved for smoking;
- Shall be prohibited to use alcohol and drugs at LNG loading / LNG reloading operations. Persons who are intoxicated or under the influence of alcohol and/or drugs shall not be permitted to participate in the LNG loading / LNG reloading operations. All crew members are expected to be in a suitable mental and physical condition to perform their duties in a satisfactory manner and to be able at all times to deal with any emergency situation which may arise;
- Permanent notices or internationally accepted signs should be displayed in relevant places on board of the LNG Carrier indicating where smoking, open flame usage or trespass is prohibited;
- The use of portable electric torches and equipment on wandering electrical cables is prohibited in any cargo space, as well as LNG Carrier pump room, compressor room, bunker compartment, hold or anywhere over the cargo tanks. Portable domestic radios, cameras, electronic calculators, tape recorders, mobiles phones or any other battery powered equipment that does not meet the explosion protection requirements must not be used on the LNG Carrier main deck or in any place where gases may be encountered. The carrying and use of matches, lighters, and/or other sources of ignition, is prohibited on board of a LNG Carrier, outside of accommodation spaces, except where authorized by the Loading Master for a specific purpose;
- Other Port Authority requirements.

The Operator reserves its right to impose such additional safety precautions or restrictions, as considers it necessary and if the threat to the security of the Terminal arises. These will immediately be notified to the Master in writing.

4.3.2. Ship to Shore Safety Checklist

FSRU and LNG Carrier's Masters or their authorized persons in the territory of the Terminal shall have to perform SSSC before the first LNG Carrier's LNG loading / LNG reloading. SSSC involves all technical, operational, safety and security information about LNG Carrier and Terminal and is applied when a LNG Carrier is in the territory of the Port and is berthed alongside the Terminal. SSSC is described in OCIMF Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases. SSSC involves the following:

1. Procedures and requirements, ensuring LNG Carrier preparation to perform common operations with Terminal when considering the following questions (including but not limited to):
 - Safe LNG Carrier sailing to the Terminal;
 - Safe and secure moorage to the Terminal;
 - Reliable communication between LNG Carrier and the Terminal;

- Fire fighting equipment accessibility in LNG Carrier and the Terminal;
 - LNG loading / LNG reloading, LNG bunkering, ballasting and emergency shutdown procedures;
 - Safety means protecting from electricity short circuit and other safety measures related to the open fire prevention;
 - Emergency exits;
 - Operational restrictions;
 - Safety;
 - Requirements for additional operations;
 - Operations related with LNG loading / LNG reloading equipment;
 - LNG loading / LNG reloading parameters;
 - Emergency procedures;
 - Communications means and principles.
2. Accidents and emergency scenarios identified by the FSRU Technical Operator, Operator, Terminal User or LNG Carrier's Master (or LNG Carrier's owner) as well as necessary urgent actions in case of every scenario which have to be taken by every party.
 3. Emergency signals used in the Terminal or LNG Carrier in case of accident or emergency.
 4. Accessibility of means and equipment (firefighting, first aid, etc.) for Operator's and FSRU Technical Operator's staff or LNG Carrier's crew in case of accident or emergency.
 5. Persons responsible for information management and its transferring to LNG Carrier's Master, Operator and FSRU Technical Operator or Port Authority in case of accident on the land or in LNG Carrier as well as information channels to be used.

Operator is responsible for safely performed operations in Terminal till LNG Carrier's LNG flexible LNG loading / LNG reloading hoses connection. In case of safety equipment or means lending, the responsibility for their usage rests with the borrower. During the first LNG Carrier arrival, SSSC is signed by the appointed LNG Carrier's and FSRU Technical Operator's representatives. SSSC is renewed and changed in the following cases:

1. In case of information change;
2. After regulatory renewals by Port Authority;
3. At any time for the safety reasons related to a LNG Carrier and/or Terminal;
4. For the implementation of good practice.

Any SSSC renewal or change must be confirmed by FSRU Technical Operator and LNG Carrier's Master before its entry into force by following the same procedure as in the case of its initial execution. In case SSSC is not signed, then LNG Carrier cannot be approved at the Terminal or in case the LNG Carrier is already approved in the Terminal, an approval is being cancelled. Safety practice, when performed in the Terminal, can be arranged together with an LNG Carrier.

4.4. Communication

FSRU Technical Operator, Operator and their staff shall communicate with LNG Carrier's crew in English. All LNG Carriers must have two independent systems of communication, free from interference of external traffic, for communication between the bridges of the two ships and the tugs, where applicable, during berthing and un-berthing operations. The main communication between LNG Carrier and FSRU is going via SSL and backs up via VHF. LNG Carrier and Terminal verbal messages must be repeated in order to ensure the receipt of the notification.

Terminal local time belongs to Eastern European time zone UTC + 2 (two) hours which two times per year is being adjusted forward (on last Sunday of March) and backward (on last Sunday of October).

In case of LNG Carrier accident, environment pollution or near miss, communication records of Marine Rescue Coordination Centre, Terminal and LNG Carrier Masters shall be stored till the end of such case investigation.

4.5. LNG Carrier Readiness

4.5.1. Stability of the LNG Carrier

The LNG Carrier's Master shall ensure that LNG Carrier is securely moored alongside Terminal at all times. All tension winches to be on manual brake. The LNG Carrier's Master is required to maintain appropriate draft, trim and list to retain sufficient positive stability, propeller and rudder immersion to enable safe cargo handling operations and emergency un-berthing. The maximum trim allowed during LNG loading / LNG reloading is 2.00 meters on the understanding that is evaluated level of the water available at the berth.

All LNG Carriers must conduct LNG loading / LNG reloading operations and ballast intake or removal in the manner to minimize the area of the LNG Carrier exposed by wind while moored.

4.5.2. LNG Carrier Crew Readiness

There must be sufficient number of crew members, under responsible officer supervision, on board at all times while LNG Carrier is moored alongside the Terminal, to deal with any emergency. At least one crew member shall be all-time visible on the deck. LNG Carrier's Master shall ensure crew's work and rest regime in compliance with International Labour Organization requirements.

4.5.3. LNG Carrier Engine Readiness and Safety

Whilst alongside the Terminal the LNG Carrier's main engines and related auxiliaries shall be kept in a state of readiness such that the vessel can leave under her own power using its engines in case of emergency.

Flexible LNG loading / LNG reloading hoses will not be connected to Terminal until it is confirmed that the main propulsion(s) is stopped and/or the turning gear is engaged. The turning gear may be engaged or the main propulsion started until all flexible LNG loading / LNG reloading hoses are disconnected and securely stowed.

LNG Carrier's Master shall ensure that the engine is sufficiently warmed up and ready in a full range for unmooring operations.

4.5.4. LNG Carrier Cargo Readiness

LNG Carrier's Master should ensure that cargo in the LNG Carrier tank is in appropriate conditions all Loading/Reloading time.

4.5.5. LNG Carrier Repairs and Maintenance

Prior to the LNG Carrier arrival at the Terminal the LNG Carrier's Master should inform the Operator of time necessary for repair or maintenance. It is strictly prohibited to perform repair works which would impair the LNG loading / LNG reloading works safety or the maneuverability of the LNG Carrier unless Operator or Port Authority do not disagree with such that works performance and this is confirmed in written.

4.6. Services at Terminal

4.6.1. Garbage Handling

It is the responsibility of the LNG Carrier's Master to prevent any kind of pollution. The LNG Carrier's Master must ensure the compliance with applicable International Convention for the Prevention of Pollution from Ships (MARPOL) requirements. The LNG Carrier's Master must obtain the Operator's permission to remove garbage from the LNG Carrier after LNG loading or LNG reloading operations. The removal of garbage before LNG loading and LNG reloading operations is prohibited.

4.6.2. Bunkering Facilities

Bunkering activities are not permitted at the Terminal.

4.6.3. Crew Change and Service Personnel

Terminal does not provide the services of LNG Carrier crew members' transportation. Visitors, crew members, technical maintenance personnel and other personnel can get into the LNG Carrier only by service boat at the starboard of the LNG Carrier. LNG Carrier crew members are not allowed to leave LNG Carrier via the FSRU. All crew members leaving or arriving at the LNG Carriers must have an identity document and a seaman's book.

5. LNG CARRIER APPROVAL PROCEDURE

5.1. Introduction

The purpose of this LNG Carrier approval procedure is to describe actions for safe and effective using of the Terminal, i.e. FSRU. LNG Carrier approval procedure is performed by FSRU Technical Operator or a person or company authorised by the Operator. The LNG Carrier approval procedure shall be carried out in close co-operation with the Terminal User, who is responsible for the LNG Carrier compliance towards FSRU. Person applying with the request to approve LNG Carrier shall pay directly to the FSRU Technical Operator or a person or company authorised by the Operator for the performance of LNG Carrier's approval procedure, including the LNG Carrier / FSRU compatibility study.

LNG Carrier's approval procedure is drawn up on the basis of the recommendations of "GLE LNG Ship Approval Procedure" established by the Gas LNG Europe association of LNG Terminal Operators on the 29th of June, 2004, and consists of the following main steps:

1. Request for LNG Carrier approval/information exchange and LNG Carrier / FSRU compatibility study.
2. Confirmation meeting;
3. LNG Unloading/LNG reloading test at the Terminal and LNG Carrier's approval;

4. LNG Carrier's Safety Inspection;
5. LNG Carrier's approval follow-up.

5.2. Request for LNG Carrier Approval / Information Exchange and LNG Carrier / FSRU Interface Study

5.2.1. Request for LNG Carrier Approval

Whenever the Terminal User intends to use an LNG Carrier which is not approved yet, the Terminal User or the LNG Carrier's owner, charterer or the operator of the LNG Carrier has to notify the Operator by filling out the "Request for LNG Carrier Approval" (hereinafter – Request, Annex No. 3) indicating a contact person in it and submit it to the Operator. The Request must be provided to Operator not later than 60 (sixty) days prior to the LNG Carrier's arrival to the Terminal or within other terms as agreed between the Operator and Terminal user.

The Operator or a person authorised by the Operator shall without undue delay contact the relevant contact person(s) indicated by the Terminal User in the Request and inform if the LNG Carrier approval procedure can be started. LNG Carrier's owner/Operator or their authorized persons or LNG Carrier charterer or their authorized person (hereinafter – Contact Person) shall be considered as appropriate contact persons.

5.2.2. Information Exchange

The information exchange set forth below is considered as being mandatory and necessary to carry out for the LNG Carrier approval procedure and to enhance safety of operations while alongside the FSRU.

Information/documents made available by Operator to Contact Person:

- FSRU characteristics;
- FSRU safety plan (including FSRU emergency procedure and unloading/reloading procedure);
- Communication procedure between LNG Carrier and the FSRU Technical Operator prior to LNG Carrier's arrival;
- STS procedure.

Terminal User shall ensure that the above documents are made available to the Contact Person.

Information/Documents to be submitted by the Contact Person to Operator are provided in Annex No. 2a of this document.

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The Terminal User shall ensure that listed documents in Annex No. 2a are sent to the Operator well in advance. The Operator has to receive all necessary data and documents at least 15 (fifteen) working days prior to the Confirmation Meeting. Documents and information data to Operator should be submitted according to the Regulations.

5.2.3. LNG Carrier / FSRU Interface Study

Contact Person shall provide to the Operator a duly filled Pre-Information Questionnaire (Annex No. 2) and an analysis of mooring alongside the FSRU.

According to the information received from the Contact Person, the Operator or a person authorised by the Operator performs a Ship/Shore interface compatibility study and prepares mooring and unmooring sequence scheme.

5.3. Confirmation Meeting

After the studies have been performed, an LNG Carrier / FSRU confirmation meeting may be held at Operator's or a person's authorised by the Operator designated office or by video call with the Contact Person or its authorized persons, FSRU Technical Operator and Terminal User. LNG Carrier's charterer, agent, Port Authority and pilots may also participate in this confirmation meeting. Likewise, the information relate to Confirmation meeting agenda and LNG Carrier approval procedure may be exchanged via e-mail.

Such meeting aims to reconfirm all established parameters and to make the LNG Carrier / FSRU Safety Plan which shall include:

- Technical data, including a mooring plan agreed with Port authorities; and
- Operational, safety and communication procedures.

All conclusions made shall be formalized by minutes of the meeting signed by each party. In the case the outcome of this Confirmation Meeting is positive, meaning there are no hold-points or missing data, the LNG Carrier will be approved for the unloading/reloading test (one call approval).

During this Confirmation Meeting or before the LNG Carrier's arrival to the Terminal, Conditions of Use shall be signed (Annex No. 1).

5.4. Unloading/Reloading Test and LNG Carrier Approval

5.4.1. Unloading/Reloading Test

Subject to a positive Confirmation Meeting (as evidenced by signed minutes of the meeting), the LNG Carrier is registered for an unloading/reloading test to be performed within a period of six (6) months. If the LNG Carrier has not called the Terminal in this time window, the LNG Carrier approval procedure has to be carried out repeatedly. The unloading/reloading test is the way to verify a good matching of the LNG Carrier to the FSRU as well as to assess the actual understanding of the FSRU interface and technical and safety requirements performance compatibility by LNG Carrier's crew. LNG Carrier's arrival for LNG loading / LNG reloading test is considered as normal procedure the same as approved LNG Carriers arrival for LNG loading / LNG reloading. Each time LNG Carrier arrives to the Terminal it has to fill Pre-Information Questionnaire (Annex No. 2).

Before every LNG loading / LNG reloading the FSRU Master and LNG Carrier Master shall complete SSSC.

5.4.2. LNG Carrier Approval

Based on the findings of the unloading/reloading test, Operator or a person or company authorised by the Operator decides if:

- A. The LNG Carrier will not be accepted for the future unloading/reloading at the FSRU; or
- B. The LNG Carrier will be accepted in future for another unloading/reloading test (one call approval) subject to certain LNG Carrier modifications being carried out; or
- C. The LNG Carrier will be accepted in the future without being subjected to further tests;

and informs Terminal User accordingly.

In case of alternatives A & B, such decision to be passed on to the Terminal User with sufficient explanation, and if requested by Terminal User, meeting shall be scheduled soon as possible. A decision to reject an LNG Carrier shall only be made by Loading Master in cooperation with the Operator or a person or company authorised by the Operator.

5.5. LNG Carrier Safety Inspection

As part of the approval procedure, the Operator or a person or company authorised by the Operator may inspect the LNG Carrier prior to or during either after a call at FSRU. Although a none-SIRE inspection, such inspection will be made according to OCIMF / SIRE questionnaire.

The LNG Carrier owner or it's Operator must address the deficiencies and observations with appropriate comments and corrective actions in order to remain an approved LNG Carrier. A new inspection may be planned at any time in order to reconfirm the status of the LNG Carrier.

5.6. LNG Carrier Approval Follow-Up

After the LNG Carrier is approved, the Terminal User shall promptly inform Terminal Operator of any modifications to the LNG Carrier related to technical, safety and/or managerial issues. Based on these modifications, the Operator or a person or company authorised by the Operator shall assess if the LNG Carrier requires a new approval or not.

In case of change in LNG industry standards for LNG Carriers or change in condition or maintenance status related to commercial, technical capabilities and/or specification of the LNG Carrier, the Operator shall have the right to perform LNG Carrier approval procedure newly.

Conditions of Use

I, [●] (the "Master") of LNG Carrier [●], owned by [●], whose address is at [●] (the "Owner"),

Hereby acknowledges receipt of these FSRU Conditions of Use (hereinafter "Conditions of Use"), Regulations for use of the Liquefied Natural Gas Terminal and instructions, Klaipėda State Sea Port Authority instructions, rules and recommendations and agrees to be bound by their terms.

1. In these Conditions of Use, the following expressions shall have the meaning assigned to each of them:

1.1. "FSRU" means Floating Storage and Regasification Unit known as "INDEPENDENCE";

1.2. "Owner" means the owner of LNG Carrier [●];

1.3. "Port" means Port of Klaipėda, Lithuania;

1.4. "Port Authority" means Stock Company Klaipėda Sea Port Authority/AB Klaipėdos valstybinio jūrų uosto direkcija;

1.5. "Port Facilities" mean all facilities, assets, equipment and installations of whatever nature existing at the Port as of the date hereof, whether the same are fixed or movable, including, without limitation, the FSRU, the channel including buoys, berths, loading facilities, and any such or like facility, asset, equipment or installation;

1.6. "Port Management" means Port Authority and other providers of the Port Services;

1.7. "Port Regulations" mean any and all requirements, rules, conditions and other regulations for the use of the Port, as specified by Port Authority and; any other authority of the Republic of Lithuania;

1.8. "Port Services" mean any service, advice, instruction or assistance tendered or provided by the Port Management to Ship, including, without limitation, by way of pilotage, towage, tug assistance, mooring or other navigational services, whether the same are provided for a consideration or free of charge;

1.9. "Ship" means LNG Carrier [●];

1.10 "Terminal Interests" means AB KN Energies, FSRU Technical Operator [●], the Port Management and their respective affiliated companies operating at the Port, including their respective directors, officers, agents, employees, servants, consultants, advisers and sub-contractors of any tier (and, in the singular, means any of them individually);

1.11. "Ship Interests" means the Master and the Owner of the Ship, the Owner's affiliated companies including their respective directors, officers, agents, employees, servants, consultants, advisers and sub-contractors of any tier (and, in the singular, means any of them individually).

2. All references in these Conditions of Use to loss, damage or injury refer to actual or consequential loss, damage or injury, including loss of use of the Port, the Port Facilities or any part thereof.

3. Other terms used in these Conditions of Use but defined in the Port Regulations shall have the same meaning assigned to them in the Port Regulations unless the context otherwise dictates.

4. These Conditions of Use shall apply in addition to the Port Regulations and any other laws, rules, conventions, regulations or procedures applicable in the Republic of Lithuania.

5. The Master shall at all times and under all circumstances be responsible for the safe and proper operation and navigation of the Ship. Whilst the Terminal Interests shall exercise every reasonable care, skill and diligence to ensure the proper exercise and operation of the Port Services and the Port Facilities, the Terminal Interests, nonetheless, make no representation, guarantee or warranty as to the adequacy, suitability, fitness for purpose or safe conduct thereof.

6. The Master and the Owner shall be responsible for, indemnify and hold harmless the Terminal Interests from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature resulting from any personal injury including fatal injury, illness or disease of or affecting any natural person comprised within the Terminal Interests or the Ship Interests, (excluding any liabilities caused solely by negligence of a Terminal Interest).

7. The Master and the Owner shall be responsible for, indemnify and hold harmless the Terminal Interest from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature resulting from any loss and/or damage to any property of the Terminal Interests or the Ship Interests including, the Ship or the Port Facilities, (excluding any liabilities caused solely by negligence of a Terminal Interest).

8. The Master and the Owner shall be responsible for, indemnify and hold harmless the Terminal Interests from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature resulting from any loss and/or damage to any third party, (excluding any liabilities caused solely by negligence of a Terminal Interest).

9. Notwithstanding anything in these Conditions of Use to the contrary [, but subject to paragraph 10 below,] the liability of the Owner and/or the Master shall not exceed USD 150 million (United States Dollars One hundred and fifty million) in the aggregate any one event.

10. If the Ship or any person on board or any object, thing, article, substance, equipment or installation of the Ship or on its board sinks, grounds or otherwise becomes or is likely to become, in the sole opinion of the Port Authority, an obstruction, threat, hazard or danger to navigation, operations, safety, health, security or environment in or adjacent to the Port, then the Master and/or the Owner shall upon receiving the Port Authority's request, proceed immediately and without delay to clear, remove or deal with the obstruction, threat, hazard or danger within the period specified in the written notice served by the Port Authority. Failing such immediate action by the Master and/or Owner, or if the said obstruction, threat, hazard or danger, in the sole opinion of the Port Authority, is delaying, hindering, interfering with or in any way affecting the navigation, operation, safety, health, security or the environment in or adjacent to the Port, then the Port Authority shall be entitled to take all measures as the Port Authority deems appropriate to clear, remove or deal with the said obstruction, threat, hazard or danger, and the Master and Owner shall be responsible for, indemnify and hold harmless the Port Authority from and against any claim, loss, damage, delay, cost, expense or liability associated therewith [and the liability of the Master and the Owner under this paragraph 10 shall be excluded from the aggregate limit referred to in paragraph 9.

11. The Master and the Owner hereby waive any right they might otherwise have under applicable law, regulation or international convention to limit their liability.

12. The Ship Interests shall keep the Ship fully entered with a P & I Association which is a member of the International Group of P & I Associations and shall pay all premiums, fees, dues and other charges of such P & I Association and comply with all of its rules, terms and warranties. The Ship Interests will produce annually to the Terminal Interests a copy of such P & I Association's current rules, the certificate of entry, and written evidence that the P & I Association has agreed to cover the Owner as a member of the Association against the liabilities and responsibilities provided for in these Conditions of Use, including pollution cover to the highest limit available. The Ship Interests will give the Terminal Interests thirty (30) days' prior written notice of cancellation of the P & I Association's entry as to the Ship. Until such time as P & I cover or any equivalent replacement is reinstated or procured, and evidence thereof is provided in accordance with this paragraph 12, the Terminal Interests shall be entitled to refuse entry by the Ship into the Port. In the event the Ship Interests fail to provide such notice of cancellation and subsequently enter the Port without P & I cover conforming to the requirements of this paragraph 12, then as to that particular entry (and any subsequent entry where the same absence of cover applies) the aggregate limit of liability prescribed in paragraph 9 shall not apply. All insurance policies maintained by any Ship Interest in respect of the Ship shall contain a waiver in favour and for the benefit of the Terminal Interests of all rights of subrogation against the Terminal Interests by the Ship Interests' insurers.

13. No one who is not a party to these Conditions of Use shall have rights under them by virtue of the Contracts (Rights of Third Parties) Act 1999 apart from those Terminal Interests and Ship Interests which are not parties, who shall respectively be entitled to enforce the provisions of these Conditions of Use where Terminal Interests or Ship Interests are named. However, no consent or other action shall be required from any person who is not a party to these Conditions of Use in respect of any amendment, variation or waiver to or of any provision of these Conditions of Use.

14. For the avoidance of doubt, any liability incurred by the Master and/or Owner by operation of these Conditions of Use shall be joint and several.

15. These Conditions of Use shall be construed, interpreted and applied in accordance with English law.

16. All disputes arising out of these Conditions of Use shall be referred to arbitration:

- (a) The arbitral tribunal shall be composed of three arbitrators;
- (b) The seat of the arbitration shall be Stockholm, Sweden;
- (c) The language to be used in the arbitral proceedings shall be English;
- (d) The arbitration shall be conducted under the Arbitration Rules of the Arbitration Institute of the Stockholm Chamber of Commerce in force as at the date of the commencement of the arbitration.

Signed and acknowledged by Master of the Ship, including on behalf of and so as to bind the Owner:

Name: _____

Date: _____

Time: _____

Acknowledged for and on behalf of

FSRU Technical Operator

Name: _____

Date: _____

Time: _____

Acknowledged for and on behalf of

AB KN Energies

Name: _____

Date: _____

Time: _____

PRE-INFORMATION QUESTIONNAIRE

Independence FSRU

THIS QUESTIONNAIRE SHALL BE FILLED FOR EACH LNG CARRIER DURING APPROVAL PROCESS AT THE TERMINAL AND ALSO EACH TIME WHEN LNG CARRIER IS NOMINATED, AND THEN AT LEAST EVERY TWENTY FOUR MONTHS IN ORDER TO REMAIN APPROVED LNG CARRIER.

LNG Carrier Name	IMO No.	Flag

LNG CARRIER MANAGEMENT

		Any change since last submission of this questionnaire?	
		YES	NO
A	<u>Registered Owner</u> (specify contact details including Name and Phone Number to whom management company reports)		
B	Parent Company / Group the registered Owner belongs to (specify contact details including Name and Phone Number)		
C	Ship Operator (specify contact details including Name and Phone Number)		
D	Charterer (specify contact details including Name and Phone Number) Chartering period: fromto.....		
E	Does the Operator policy comply with SIGTTO guidelines regarding LNG officer experience matrix?		

VESSEL HISTORY

F	Latest three LNG receiving terminals visited		
	Terminal name		
	Date of call		

G	Latest dry-dock	Shipyard / Location	Period (from... to...)

		YES	NO
H	Is the latest revision of OCIMF VPQ available and up-to-date?		
I	Is less than half year SIRE inspection report available?		

J	Has the Vessel been subject to rejection by a Vetting entity or a Port Authority since the latest submission of this questionnaire?		
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K	If YES (question J, please specify :) - Date: - Reasons:
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L	Provide a copy of the latest Port State Control report
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VESSEL CLASS

M	Classification Company	From (date)

N	Provide updated Class survey status report.
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		YES	NO
O	Provide updated Class survey status report.		

P	If YES (question O), please provide a copy of the latest CAP report and certificate
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VESSEL CUSTODY TRANSFER MONITORING SYSTEM

		YES	NO
Q	Has there been any update of Custody Transfer System certificates since the latest submission of PIQ?		

VESSEL INTERFACE WITH FSRU TERMINAL

		YES	NO
R	Has there been any change on the Vessel since her latest visit to the Terminal which may affect her capabilities to moor alongside, connect and transfer cargo?		

Owner warrants that the statements made by Him in response to this Questionnaire are complete and correct.

COMPANY STAMP	DATE	SIGNATURE

FSRU documents Check list

	To be provided...	Document status
--	--------------------------	------------------------

		before first call	if updated since last submission of PAQ	if sister-ship of an already registered vessel	Submitted	Comments
1 – Vessel operational and safety procedures						
1-A	Unloading/reloading procedure including arm draining standard procedure.	✓				
1-B	Cargo tanks tables and cargo lines volumes.	✓				
1-C	Mooring procedure.	✓				
1-D	Reflex sheets or equivalent for emergency situations alongside and in port.	✓				
1-E	Muster list for emergency situations, ship and company organization chart to deal with these emergencies	✓				
1-F	Company policy regarding minimum manning in port	✓				
1-G	List of critical equipment's according to ISM code	✓				
1-H	Company emergency contact list	✓				
1-I	Fire and Safety plan	✓				
2 - Physical compatibility						
2-A	Gas form of the charter party	✓				
2-B	Confirmation list from SIGTTO	✓				
2-C	Optimoor study (or equivalent)	✓				
2-D	Squat curves	✓				
2-E	Pilot card	✓				
2-F	Manoeuvring characteristics	✓				
2-G	Main cargo pumps characteristics and curves with delivery pressure at manifold	✓				
2-H	General arrangement plan	✓				
2-I	Ship / shore interface plan	✓				
2-J	Cargo piping diagram	✓				
2-K	Flange and SDP drawings	✓				
2-L	Drip tray configuration	✓				
2-M	ESD system configuration	✓				
2-N	Picture of manifold platform with showing railing and manifold.	✓				
2-O	Picture of personnel basked landing area	✓				
3 - Certifications & Reports						
3-A	Custody transfer monitoring system (CTMS) description and certification (temperature, tank level and volume)	✓	✓	✓		
3-B	Gas flow meter description and certification (if gas burned during transfer is available)	✓	✓	✓		
3-C	Ship's insurance documents (P&I Club membership)	✓	✓	✓		
3-D	Certificate of Fitness (copy)	✓	✓	✓		
		To be provided...			Document status	
		before first call	if updated since last submission of PAQ	if sister-ship of an already registered vessel	Submitted	Comments
3-E	International ship security certificate	✓	✓	✓		
3-F	Class survey status report	✓	✓	✓		
3-G	Sister-ship statement	✓	✓	✓		

REGULATIONS FOR USE OF THE LIQUEFIED NATURAL GAS TERMINAL
SC KN Energies

3-H	Condition Assessment Program (CAP) certificate and report	✓	✓	✓		
3-I	Latest Port State report	✓	✓	✓		
3-J	"Pre Information Questionnaire (PIQ)" duly filled, documented, and certified by Ship Owner	✓	✓	✓		

REQUEST FOR LNG CARRIER APPROVAL AND/OR NOMINATION

Request form (mark the item that apply)	
New LNG Carrier's – approval:	
Registered/Approved LNG Carrier's nomination:	

Requesting Company Information			
Requesting Company Name:		Contact Details:	

LNG Carrier's Information			
LNG Carrier's Name:		IMO No.:	
Scheduled loading date at the loadport:		Scheduled unloading/reloading date at the Terminal:	
LNG Carrier's Owner:		Contact Details:	
LNG Carrier's Operator:		Contact Details:	

Additional Info & Remarks:

This is to confirm that by providing the Request for LNG Carrier Approval and/or Nomination we agree to offset to the FSRU Technical Operator the costs related to the LNG Carrier's approval procedure and/or safety inspection: compatibility and safety inspection price is 5,000.00 US dollars, safety inspection – 600.00 US dollars.

Place:	Date:	[Signature] [Name, surname]
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