

## SCHEDULE-3

### LNG CARRIER SPECIFICATIONS

#### 1 LNG CARRIERS

##### 1.1 General

**1.1.1** The Customer shall be responsible for the transportation (including all costs and expenses thereof) of all quantities of the Customer's LNG to be unloaded under this Agreement at the LNG Receipt Point.

**1.1.2** The Customer may not use a LNG Carrier at the Receiving Facilities unless:

- (a) the LNG Carrier complies with the specifications set out in paragraph 1.2;
- (b) the requirements set out in paragraph 1.3 are complied with in relation to the LNG Carrier;
- (c) the LNG Carrier is compatible with the Receiving Facilities in accordance with paragraph 1.4;
- (d) the LNG Carrier has been and continues to be approved in accordance with paragraph 1.5; and

**1.1.3** The Customer shall, at its sole expense, at all times throughout the period of supply of LNG at the Receiving Facilities ensure that the requirements in paragraph 1.1.2 are complied with in full by and in respect of each LNG Carrier used by it at the Receiving Facilities.

**1.1.4** The Customer will ensure that the requirements of the Port Authority, including Standard Operating Procedures for Operating Conventional LNG Carriers (SOP) and Conditions of Use (COU), Notice to Mariners (<https://www.pqa.gov.pk/en/port-operations/notice-to-mariners>) and other rules or regulations of the Port Authority, are complied with in respect of each LNG Carrier (PQA SOP and COU are attached as Annex-A of this Schedule-3).

##### 1.2 LNG Carrier Specifications

###### 1.2.1

(a) Each LNG Carrier at the extremity of the range shall have the following approximate principal parameters:

	<b>Maximum</b>	<b>Minimum</b>
<b>Total cargo tank capacity (m<sup>3</sup>)</b>	217,000	120,000
<b>Length overall (metres)</b>	315	275
<b>Beam (metres)</b>	45	42

<b>Loaded draught (metres)</b>	12.2	11.0
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- 1.2.2** Each LNG Carrier shall be designed and equipped so as to permit the safe and reliable unloading of LNG at a rate of at least ten thousand cubic metres (10,000 m<sup>3</sup>) per hour at a pressure of four decimal five (4.5) bar gauge.
- 1.2.3** Each LNG Carrier shall be equipped with appropriate systems for communication with the Terminal Operator at the Receiving Facilities that comply with SIGTTO recommendations regarding ESD Systems & Linked Ship/ Shore Systems on Liquefied Gas Carriers.
- 1.2.4** In case there is any conflict between the Terminal Rules and the above instructions, the Terminal Rules will take precedence.

### **1.3 General requirements**

**1.3.1** Each LNG Carrier shall:

- (a) be entered with a member of the International Group of P&I Clubs and carrying that level of P&I coverage and other insurance coverage customary in the LNG trade and typically carried by a reasonable and prudent operator of LNG carriers;
- (b) be constructed, equipped, operated and maintained in accordance with the rules and regulations of, and maintained in class with, a member of the International Association of Classification Societies which has prior experience in classifying LNG carriers;
- (c) be constructed, equipped, operated and maintained in compliance with applicable laws, treaties, rules and regulations of the country of vessel registry, with the requirements of the Port Authority, environmental standards and with such other laws, rules, regulations, recommendations and guidelines of a Competent Authority with jurisdiction over the LNG Carrier which a reasonable and prudent Operator of LNG carriers would comply with;
- (d) be in compliance with all applicable requirements of SOLAS, the ISM Code, the IGC Code, the ISPS (International Ship and Port Facilities Security) Code;
- (e) be equipped with adequate facilities for mooring, unmooring and handling LNG cargos in accordance with the recommendations of OCIMF and SIGTTO;
- (f) be operated in accordance with International Standards by, and manned with, operators and officers who are suitably qualified, trained and experienced in international LNG carrier operations and by crew who are suitably qualified and trained in international LNG carrier operations and experienced in international LNG carrier operations;

- (g) be in possession of a current OCIMF Ship Inspection Report (SIRE report) that is no more than six (6) months old;
- (h) have discharge and emission levels within MARPOL guideline; and
- (i) at all times carry a Blue Card.

**1.3.2** On request the Customer will provide to PLL/ Terminal Operator the relevant certificate(s) evidencing the LNG Carrier's compliance with the requirements of 1.3.1.

#### **1.4 Compatibility**

**1.4.1** PLL shall make available to the Customer such details of the Receiving Facilities as are necessary to assist the Customer in assessing the compatibility of LNG Carriers with the Receiving Facilities.

**1.4.2** the Customer shall ensure and verify that each LNG Carrier is, at and from the time at which it is nominated for service, compatible with the Receiving Facilities.

**1.4.3** Without prejudice to paragraph 1.4.2, if any issue arises as to the compatibility of an LNG Carrier with the Receiving Facilities, the Customer and PLL shall discuss the detailed specifications of the LNG Carrier(s) and the Receiving Facilities in good faith with a view to resolving such issue; provided always that:

- (a) the Customer may at any time nominate for service a substitute LNG Carrier that complies with the provisions of this paragraph 1; but
- (b) PLL may refuse to allow any LNG Carrier (including a substitute under paragraph (a) whether approved or otherwise to approach or berth at or otherwise make any use of the Receiving Facilities, if that LNG Carrier is not compatible with the Receiving Facilities or does not comply with any of the other requirements set out in paragraph 1.1.1, if such approach or berth would compromise the safe operations of the Receiving Facilities or endanger the safety or life of any personnel.

#### **1.5 Approval**

**1.5.1** The Customer may at any time nominate an LNG Carrier for use at the Receiving Facilities by providing to PLL the details required in accordance with the Operating Manual.

**1.5.2** The Parties acknowledge and agree that the operator of the Terminal and/ or PLL reserves the right to inspect and approve an LNG Carrier, at its own cost and expense, before such LNG Carrier is first used at the Receiving Facilities in connection with this Agreement, such approval not to be unreasonably withheld, for the purposes of satisfying the operator of the Terminal and/ or PLL as to the compliance of the LNG Carrier and the Transporter with the requirements set out in this Agreement, and paragraphs 1.1 to 1.4, inclusive, in particular, and with the international standards required for the safe, efficient and reliable operation of the Receiving Facilities and of LNG Carriers at the Receiving Facilities.

- 1.5.3** The Customer shall comply with PLL's requirements as to the provision of information, availability of personnel for discussions, and access to and the inspection and vetting of LNG Carriers.
- 1.5.4** Following its inspection and vetting of a LNG Carrier, the operator of the Terminal and/or PLL shall notify the Customer whether the LNG Carrier is or is not approved for use at the Receiving Facilities and in case of non-approval, reasons for such non-approval.
- 1.5.5** PLL shall, or shall cause the operator of the Terminal, to carry out such inspection, vetting and approval as expeditiously as is reasonably practicable, and so as to take account of urgent cases where for reasons beyond its control the Customer needs to nominate an LNG Carrier at short notice.
- 1.5.6** Notwithstanding that it may have approved an LNG Carrier, PLL shall ensure that the operator of the Terminal and/or PLL shall have the continuing right to carry out reviews of the vessel management procedures of the Transporter and to inspect the LNG Carrier, where Terminal Operator and/or PLL has reasonable grounds to believe, or where the Customer has notified PLL, that the LNG Carrier would be likely to materially jeopardise the safety and/or efficient operation of the Receiving Facilities or is not compliant with the requirements of the Operating Manual or this Agreement.
- 1.5.7** If an inspection or a vetting undertaken in accordance with paragraph 1.5.2 or a review or an inspection undertaken in accordance with paragraph 12.5.6 proves that:
- (a) the LNG Carrier, any substitute LNG Carrier or, as the case may be, the Approved LNG Carrier is not or does not continue to be compatible with the Receiving Facilities as required under paragraph 1.4;
  - (b) the Customer or the Transporter materially fails to comply with any (other) requirement of this Agreement or the Operating Manual; or
  - (c) the safe and efficient operation of the Receiving Facilities would be likely to be prejudiced by the LNG Carrier's or substitute LNG Carrier's or, as the case may be, Approved LNG Carrier's use of the Receiving Facilities,

then the Parties shall consult and cooperate with a view to agreeing upon a course of action to remedy such non-compatibility, failure to comply or safety risk, as the case may be provided always that PLL shall have the right to notify the Customer that it does not Approve or continue to Approve the use of the LNG Carrier until such time as it has been demonstrated to PLL's reasonable satisfaction that the LNG Carrier, the Customer's or the Transporter's actions have been brought into full compliance with all the provisions of this Agreement such that the LNG Carrier can operate safely and in conformance with the normal operation of the Receiving Facilities; and the costs of any such review or inspection shall be borne by the Customer or LNG Transporter.

- 1.5.8** The approval of a LNG Carrier shall not operate in any way to relieve the Customer of its responsibilities and obligations under this Agreement (including pursuant to paragraph 1.1) in relation to the LNG Carrier.