

National Grid Grain LNG Ltd
Third Party Access Arrangements
Guide for prospective Secondary Capacity customers
July 2012

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1. Introduction/Overview

This guide is intended to assist any parties who wish to gain access to unused capacity at the Isle of Grain LNG Importation Terminal, Kent, UK (the Terminal).

This guide describes the physical and contractual structure of the Terminal, as well as outlining the Secondary Capacity Mechanisms and Use It Or Lose It (UIOLI) facilities that are available to Third Party shippers at the Terminal.

The Terminal is operated by National Grid Grain LNG Ltd (Terminal Operator), with all firm primary capacity rights at the Terminal sold via open season auction processes to six independent primary capacity holders. These primary rights consist of the following capacity elements:

1. firm rights to berth and unload a specified number of LNG tankers on specific berthing slot dates within an Annual Unloading Programme;
2. a firm right to use a certain volume of temporary storage capacity;
3. a firm right to nominate LNG for re-gasification and send out into the gas network up to the customer's maximum delivery capacity.

In some instances these rights are held by individual parties, while in others certain capacity elements are shared between primary capacity holders.

The Terminal has in place a hierarchy of anti-hoarding measures (outlined below) for circumstances when primary capacity holders do not wish to fully utilise their capacity holdings at the Terminal with their own LNG.

1.1 Bi-Lateral Trading of Cargoes

By the very nature of their contracts, primary capacity holders are fully incentivised to compete to acquire Third Party cargoes via bi-lateral trading arrangements, should they not intend to use their capacity for their own LNG.

Such trading of cargoes is common in the LNG industry, and being the norm, is considered the most efficient way for a Third Party cargo to access the UK market through the Grain LNG Terminal. This approach allows discussions with primary capacity holders to commence well in advance of specific berthing slot dates.

There is clear evidence that this mechanism is used frequently and should any Third Parties wish to utilise this type of mechanism, they should contact primary capacity holders via the links provided in section 3 of this document.

The other anti-hoarding measures in the hierarchy are designed to complement primary capacity holders' and Third Parties' ability to use this bi-lateral trading mechanism efficiently.

1.2 Within Terminal Trading

The commercial systems at Grain LNG are designed to support the efficient trading of individual capacity rights between customers within the Terminal. In other words customers can transfer rights to:

1. berthing slots;
2. temporary storage capacity;
3. send out capacity;
4. LNG stock in the facility.

This within Terminal trading may be used to facilitate secondary trading of capacity by the primary capacity holder, e.g., acquiring more temporary storage space to allow unload of a Third Party cargo, and some elements may be used by secondary capacity holders, e.g., transferring stock remaining at the end of a contract period to a primary capacity holder.

1.3 Secondary Capacity Mechanisms (SCM)

Primary capacity holders are able to sell-on their capacity rights to Third Party shippers under a Secondary Capacity Mechanism, developed by customers to give Third Parties firm access to the Terminal.

Secondary Capacity Mechanisms take two basic forms, either the cargo is handled by the primary capacity holder and delivered back to the Third Party (or a counterparty) at the National Balancing Point (NBP), or the Third Party obtains capacity from the primary holder for a pre-determined period of time and manages the unloading and nomination of the LNG through the Terminal and into the gas network themselves.

The details of such mechanisms differ between primary capacity holders, but key features are similar. The characteristics and processes associated with Secondary Capacity Mechanisms are described in section 3 of this guide, along with contact details for each of the primary capacity holders.

1.4 Use It Or Lose It (UIOLI)

When primary capacity holders do not intend to utilise or sell a berthing slot, they will release it back to the Terminal Operator, who will offer a UIOLI Slot by advertising it to the market for a Third Party to purchase on the [Bulletin Board](#). A UIOLI Slot consists of a berthing slot, along with storage capacity and interruptible deliverability over a set time period immediately following the berthing slot.

Once a UIOLI Slot has been purchased, the Third Party shipper will be able to use the Terminal to unload and regasify LNG, effectively within the same contractual framework as a primary capacity holder, with some specific caveats applicable due to the short-term nature of the arrangement. Further details of this mechanism are provided in section 4 of this document.

2. Terminal Facilities

The Isle of Grain LNG importation facility has been constructed in three phases, with the Terminal consisting of:

2.1 Jetty and Unloading facilities:

- The Terminal has two jetties; the first, operational since 2005 is capable of unloading tankers with capacity sizes ranging between 70,000m³ and 217,000m³, at a rate of 12,000m³/hour; the second came into operation in 2010 and is capable of unloading tankers sized between 125,000m³ and 266,000m³ at the same offload rate.

2.2 LNG Tanks for temporary storage:

- The Terminal has 8 storage tanks, consisting of 4 capable of holding 50,000m³ of LNG and a further 4, each able to house 190,000m³ of working volume.
- Primary capacity holders are obliged to always maintain a small inventory, or heel, to ensure the storage tanks remain cold.
- The total temporary storage capacity for the site is approximately 1,000,000m³.

2.3 Send out Equipment:

- A total of fourteen (14) Submerged Combustion Vaporisers (SCVs) are installed on site along with three recondensers (one in each phase of construction) to support a firm daily redelivery capacity of 645GWh.
- Grain has access to three entry points to the gas network, one into the South East Local Distribution Zone, and two into the National Transmission System.

2.4 Blending facilities:

- In order to meet Gas Safety (Management) Regulations (GSMR) standards in relation to the specification of gas entering the National Transmission and Local Distribution Networks, Grain LNG has both nitrogen and propane blending facilities available to ballast a range of LNG produced around the world for delivery to any of the three entry points.

3. Guide to Secondary Capacity Mechanisms (SCM)

3.1 Overview

The Secondary Capacity Mechanisms available at the Terminal are shipper-specific products, made available by our primary capacity holders. Therefore, the main contractual relationship for this type of facility will be between the primary capacity holder and the Third Party.

These products are based around the primary capacity holder giving the rights to use its capacity to a Third Party, but dependent upon the detailed nature of the arrangement, it is possible that the Third Party may require agreements with the Terminal Operator to cover its use of the Terminal. These products fall roughly into two categories; those where the Third Party acquires the capacity rights from a primary capacity holder and operates as a shipper in the Terminal for a set period of time, and those where the Third Party delivers LNG to the Terminal and receives it back at the NBP. Both of these types of product are available from primary capacity holders at the Terminal.

3.2 SCM Slot Definition

The notice period for a Secondary Capacity Mechanism will depend upon which primary capacity holder is offering the facility, but it will necessarily be prior to the 7 day notice period that is applicable to a UIOLI Slot offered by the Terminal Operator. While SCM slot release or auction processes may take place a set number of days ahead of the berthing slot (e.g. 10 days), theoretically there is nothing to prevent 3rd parties commencing discussions with [primary capacity holders](#) as soon as they are aware they have cargoes becoming available.

SCM offerings will typically consist of:

- a single, firm, fixed date berthing slot (or slots) on which to unload an LNG vessel (or vessels) of certain dimensions and cargo volume,
- firm temporary storage capacity sufficient to accommodate the cargo to be unloaded
- firm deliverability over a pre-determined time period, sufficient to vacate the tank space occupied prior to the primary customer's next scheduled berthing slot.

The options surrounding the size of vessel and the amount of space and send-out capacity available will be dependant upon the capacity holdings of the primary customer although, as mentioned above, within-Terminal trading between primary customers may provide an element of flexibility here.

3.3 Arrangements for Unloading and Re-gasification

The UK gas entry specification applicable at the Terminal usually requires imported LNG to be blended with other gases (nitrogen or propane) before it can be delivered to the Transmission or Distribution networks. Primary capacity holders have contractual rights to certain blending services and the Third Party will need to confirm with the Terminal that their LNG specification can be blended (see section 3.5).

For a “physical” service, where the Third Party acquires capacity rights and becomes a shipper within the Terminal, the primary capacity holder will usually need to send out their own LNG to make space for the cargo. Therefore commercial arrangements to ensure the Third Party’s vessel turns up to refill the space, and what happens if it does not, should be anticipated. This is because the primary capacity holder has an obligation to retain a certain amount of stock in the Terminal at all times (to ensure the facility remains cold) and they manage this in conjunction with their cargo unloads and send out (and in the case of SCM also in relation to the Third Party’s unload and send out).

Similarly there is likely to be a compensation mechanism to cover the loss of value associated with the export of stock at a time when the primary customer would otherwise not have been sending out. Commercial arrangements to ensure the Third Party stock is exported prior to the primary capacity holder’s next vessel arrival may be backed by an option for the primary capacity holder to effectively cancel the Third party’s nomination for send out, re-allocate the equivalent volume of LNG in the Terminal to the primary capacity holder and deliver the appropriate quantity of gas to the Third Party at the NBP in exchange. This allows the primary customer to retain LNG in the facility and hence to manage its stock relative to its next vessel arrival. Where this option is exercised the Third Party should expect to cover NTS entry and commodity costs as well as blending costs (which it would have incurred had it delivered this gas from the Terminal to the NBP).

Under a physical SCM there will also be a direct relationship with the Terminal including in relation to nominations and for invoicing and billing purposes, for example for variable costs such as use of power and blending.

For a “virtual” SCM, where the Third Party delivers LNG to the primary customer at the jetty and receives it back at the NBP, the primary capacity holder will need to make space for the cargo and similar commercial arrangements to those above should be anticipated. The key difference between the two types of service will be the level of interaction with the Terminal with much less required in a “virtual” SCM as the capacity rights do not transfer from the primary customer. Whether or not the Third Party nominates via the primary customer or to the Terminal direct will depend on the specific arrangements. It is less likely that the Terminal will invoice the Third Party directly under a “virtual” service in which case the primary customer will pass these costs on.

Further details of the specific arrangements offered by different customers including the contractual arrangements can be obtained from the [primary capacity holders](#) directly (see section 3.4, How to Apply).

3.4 How to Apply

If a Third Party is interested in accessing the Terminal via this type of product, they should contact the primary capacity holder through their contact details (below), with the details of approximate delivery dates and capacities they wish to be made available. Details of the arrangements required for booking Secondary Capacity can be obtained from the [primary capacity holders](#) directly.

The primary capacity holders will also be able to confirm any issues which will require the Third Party to need direct contact with the Terminal. In some instances the primary capacity holder may run an auction of an SCM berthing slot(s). Even where this is not the case, a pre-qualification process will need

to be gone through. Pre-qualification will generally involve the items described in the following section and will be dependant upon the specific primary capacity holder involved. Details of any specific auction arrangements, including timelines, will be made available by the [primary capacity holder](#) concerned.

3.5 Pre-Application Activities

There are a number of activities which Third Parties will be required to complete prior to using the facility:

- Confidentiality Agreement and Contracts - the primary capacity holder will require the secondary customer to enter into a Confidentiality Agreement before SCM documentation will be released. Other checks or evidence will normally be required to demonstrate that the secondary user is a bona fide LNG shipper with access to LNG cargoes.
- Credit arrangements - Third Parties will need to satisfy specific credit requirements of the primary capacity holder, or be prepared to put them in place prior to contracting for an SCM slot. Where there is direct billing by the Terminal, the Terminal will also require suitable credit arrangements to be put in place.
- General Terms and Conditions. Specific contractual arrangements will be dependent upon which customer is offering the slot, but any Third Party will be obliged to adhere to the same General Terms and Conditions (GTCs) applicable in the Terminal as any of the primary capacity holders, unless specifically disapplied by the primary customer and maintained by them. The General Terms and Conditions can be obtained from the Terminal by following the process in section 3.6 below.
- Gas Blending – as part of the documentation the Terminal will provide details of the Gas Entry Specifications which it is required to meet in order to deliver gas to the Transmission and Distribution networks. The Third Party will need to consider this in conjunction with the composition of its cargo and the blending capability of the Terminal. Applications for delivery of out of specification cargoes should be made to the Terminal using the details provided at the [contacts page](#).
- Information Systems Access – where the SCM involves the Third Party nominating directly to the Terminal, access to the Gas Inventory and Nominations system will be granted by the Terminal. In such cases the Third Party should request access via the [contacts page](#).
- Ship Vetting - A Third Party may only berth an LNG Tanker which is approved by the Terminal Operator. A list of approved tankers is available on the Grain website [here](#) and [vetting and approval procedures](#) are covered in the GTCs. Tankers not already on the approved list can be submitted for approval by the Third Party, either prior to, or immediately after acceptance of a SCM offer. As much notice as possible is recommended to ensure the Terminal Operator has time to vet the vessel prior to arrival at the Terminal. Insufficient notice may result in the tanker not being allowed to berth at the Terminal. The Terminal Operator will make a charge for the vetting procedure; details of this

and other terms and conditions applicable to the vetting of LNG tankers are set out in the GTCs

- Port requirements - The arrangements and costs associated with local port authority such as berthing fees, tugs and pilots are the responsibility of the Third Party. Details of how to obtain these, and other terms and conditions applicable to the berthing of LNG tankers are set out in the GTCs
- Gas Shipper's Licence - in order to receive gas delivered from the facility at the NBP, Third Parties wishing to utilise a UIOLI product will be required to be the holder of a valid Gas Shipper's Licence under the Gas Act 1986, be party to National Grid's Network Code and to book the necessary entry capacity. A Gas Shipper's Licence can be obtained by applying to Ofgem and further details of these requirements are available on the [National Grid website](#). Alternatively, Third Parties may use an NBP Counterparty to enter into system entry capacity and NBP delivery arrangements on their behalf. In the latter case the Terminal will need to be notified of the details of the counterparty at any time in writing.
- Claims Validation Agent - Third Parties may also have to confirm arrangements with the Claims Validation Agent to ensure that LNG delivered to the Terminal is appropriately allocated to them. Further details are provided in the GTCs.

3.6 Applying for the Terminal's General Terms and Conditions

Third Parties interested in utilising any secondary capacity product will be required to comply with the GTCs of the Terminal. In some instances they may also be required to enter into a Specific Terms Agreement (STA) which will set out terms that are specific to the Third Party and its use of the Terminal along with acceptable LNG compositions. The STA for Third Party access to the Terminal would normally be signed in advance, and will typically have a duration of six months.

To obtain a copy of the GTCs the following steps should be taken:

- a. Download the standard Confidentiality Agreement that can be found on the Grain website [here](#). Complete all details as required (**do not date**), print and execute two (2) originals of the agreement.

Applicants are advised that this is a standard document for all applicants and material amendments will not be accepted.

- b. Send the executed originals of the Confidentiality Agreement by registered post to:

Ed Carter
Commercial Operations
National Grid GLNG
Isle of Grain
Rochester
Kent
ME3 0AB
+44 (0) 1926 656556
Email: box.glngcommercial@uk.ngrid.com

- c. Upon receipt of the executed Confidentiality Agreement, the Terminal Operator will send the applicant copies of the following documents:
- General Terms & Conditions (including any addenda)
 - Cost Allocation Principles
 - Terminal Operating Procedures
 - Network Entry Agreements
 - Specific Terms Agreement (STA) for third party access
- d. Where the SCM product requires the Third Party to enter into an STA, the applicant should:
- Complete and execute undated two (2) originals of the Specific Terms Agreement; and
 - Send the agreements by registered post to the address set out in paragraph 3.6b above, along with confirmation that the signatory has the authority to sign on behalf of the Third Party.

After successful verification of the relevant information supplied by the applicant, the Terminal Operator will counter sign, date and return an executed original of the STA.

3.7 Fees & Costs

The fees and costs associated with the SCM service will be specific to the primary capacity holder and any specific pre-qualifications, including credit arrangements required to be put in place prior to using the service will be specified by them. If any charges relating to the service need to be paid directly to the Terminal (i.e. power costs), these will be advised by the primary capacity holder.

Port Authority fees such as pilots and tugs will most likely be the responsibility of the Third Party bringing the cargo into the Terminal, as will any costs relating directly to the blending requirements of the LNG imported, based on its composition relative to network entry specifications.

4. Guide to Use It Or Lose It (UIOLI)

4.1 Overview

The UIOLI product is the Terminal Operator's anti-hoarding mechanism. It results from a primary capacity holder notifying Grain LNG that they are releasing a berthing slot back to the Terminal if they have decided not to utilise it, and have not sold it as an SCM product. Typically, these slots are released back to the Terminal and re-offered seven (7) days prior to the berthing date.

The key difference between UIOLI and SCM is that in the former the contractual relationship is directly between the Terminal Operator and the Third Party, with no direct involvement with any primary capacity holders.

4.2 UIOLI Slot Definition

Upon receipt of such notification, the Terminal Operator will identify a level of storage capacity, interruptible deliverability and the length of time the storage can be made available, and will package this into a UIOLI Slot. This slot will be immediately posted on to the Grain LNG website to be made available to all relevant applicants.

The slot storage capacity and deliverability is designed to allow an LNG tanker to be unloaded and the LNG nominated to the network within a specified time window. In addition to nominating the LNG for delivery to the network, a Third Party also has the right to transfer LNG to other parties within the Terminal. The unloaded LNG must all be exported or transferred from this storage capacity by the time the window expires. This period may be extended in certain circumstances as described in section 4.3.

4.3 Arrangements for Unloading and Regasification

The UK gas entry specification applicable at the Terminal usually requires imported LNG to be blended with other gases (nitrogen or propane) before it can be delivered to the Transmission or Distribution networks. The Terminal will provide information to Third Parties in advance to allow them to confirm that their LNG specification can be blended (see section 4.5).

UIOLI is a physical product where the Third Party becomes a shipper in the Terminal. Unused space is identified by the Terminal so there is no concept of re-gasifying stock to clear space for the Third Party's cargo, as there is with SCM. The Third Party will be required to make all necessary arrangements with the Port, pilots, tugs, etc to facilitate the berthing and unloading of its vessel (see section 4.5 for further details).

A Third Party UIOLI shipper using the Terminal will be issued with an account in the Grain Inventory and Nomination (GIN) system, which will allow for inventory management for the duration of the UIOLI Slot. This web-based system will allow the Third Party shipper access to nominate send-out to the NBP from their LNG stock within the pre-defined parameters of their UIOLI Slot. The system will also allow for inventory to be transferred to primary shippers within the Terminal throughout the duration of the UIOLI Slot if required by the Third Party.

Under certain circumstances (e.g. high primary capacity holder nominations or reduced capacity) the Terminal may have to interrupt send-out of the Third Party

shipper during the UIOLI Slot. In this eventuality additional deliverability will be allocated on days subsequent to the Slot to allow for the Third Party's LNG to be delivered to the NBP. This additional deliverability will be allocated at the discretion of the Terminal Operator, but will ultimately allow export of all shipper stock held.

Throughout each nominating day, GIN will confirm to the Third Party shipper the forecast delivery to each network entry point and at the end of the Gas Day, the actual allocated values.

4.4 How To Apply

Third Parties interested in utilising a UIOLI Slot at the Terminal will be required to agree to the GTCs of the Terminal, as well as signing up to a Specific Terms Agreement. The latter will set out terms that are specific to the Third Party and its use of the Terminal along with acceptable LNG compositions available to UIOLI shippers (see Legal Documentation section). The STA for Third Party access to the Terminal would normally be signed at any time, and will typically have a duration of six months.

To become a Third Party Access shipper at Grain LNG, the following steps should be taken:

- a. Download the standard Confidentiality Agreement that can be found on the Grain website [here](#). Complete all details as required (**do not date**), print and execute two (2) originals of the agreement.

Applicants are advised that this is a standard document for all applicants and material amendments will not be accepted.

- b. Send the executed originals of the Confidentiality Agreement by registered post to:

Ed Carter
Commercial Operations
National Grid GLNG
Isle of Grain
Rochester
Kent
ME3 0AB
+44 (0) 1926 656556
Email: box.glngcommercial@uk.ngrid.com

- c. Upon receipt of the executed Confidentiality Agreement, the Terminal Operator will send the applicant copies of the following documents:

- General Terms & Conditions (including any addenda)
- Cost Allocation Principles
- Terminal Operating Procedures
- Network Entry Agreements
- Specific Terms Agreement (STA) for third party access

- d. The applicant must:

- Complete and execute undated two (2) originals of the Specific Terms Agreement; and
- Send the agreements by registered post to the address set out in paragraph 4.4b above, along with confirmation that the signatory has the authority to sign on behalf of the Third Party.

After successful verification of the relevant information supplied by the applicant, the Terminal Operator will counter sign, date and return an executed original of the STA.

4.5 Pre-Application Activities

There are a number of activities which Third Parties will be required to complete prior to using the facility:

- Confidentiality Agreement and Contracts – Third Parties will need to follow the process in section 4.4 above to gain access to the contract documentation in advance. Other checks or evidence will normally be required to demonstrate that the secondary user is a bona fide LNG shipper with access to LNG cargoes.
- Credit arrangements - Third Parties will need to satisfy specific credit requirements of the Terminal as set out in the STA. Credit arrangements must be in place before a tanker will be allowed to berth at the Terminal.
- General Terms and Conditions. Any Third Party will be obliged to adhere to the same General Terms and Conditions (GTCs) applicable in the Terminal as any of the primary capacity holders. The General Terms and Conditions can be obtained from the Terminal by following the process in section 4.4.
- Gas Blending – as part of the documentation the Terminal will provide details of the Gas Entry Specifications which it is required to meet in order to deliver gas to the Transmission and Distribution networks. The Third Party will need to consider this in conjunction with the composition of its cargo and the blending capability of the Terminal. Applications for delivery of out of specification cargoes should be made to the Terminal using the details provided on the [contacts page](#).
- Information Systems Access – the Terminal will provide access to the Gas Inventory and Nominations system as described in section 4.3. In such cases the Third Party should request access via the [contacts page](#).
- Ship Vetting - A Third Party may only berth an LNG Tanker which is approved by the Terminal Operator. A list of approved tankers is available on the Grain website [here](#) and vetting and approval procedures are covered in the GTCs. Tankers not already on the approved list can be submitted for approval by the Third Party, either prior to, or immediately after acceptance of a UIOLI offer. As much notice as possible is recommended to ensure the Terminal Operator has time to vet the vessel prior to arrival at the Terminal. Insufficient notice may result in the tanker not being allowed to berth at the Terminal. The Terminal Operator will make a charge for the vetting procedure; details of this and other terms and conditions applicable to the vetting of LNG tankers are set out in the GTCs

- Port requirements - The arrangements and costs associated with local port authority such as berthing fees, tugs and pilots are the responsibility of the Third Party. Details of how to obtain these, and other terms and conditions applicable to the berthing of LNG tankers are set out in the GTCs
- Gas Shipper's Licence - in order to receive gas delivered from the facility at the NBP, Third Parties wishing to utilise a UIOLI product will be required to be the holder of a valid Gas Shipper's Licence under the Gas Act 1986, be party to National Grid's Network Code and to book the necessary entry capacity. A Gas Shipper's Licence can be obtained by applying to Ofgem and further details of these requirements are available on the [National Grid website](#). Alternatively, Third Parties may use an NBP Counterparty to enter into system entry capacity and NBP delivery arrangements on their behalf. In the latter case the Terminal will need to be notified of the details of the counterparty in advance in writing.
- Claims Validation Agent - Third Parties will have to confirm arrangements with the Claims Validation Agent to ensure that LNG delivered to the Terminal is appropriately allocated to them. Further details are provided in the GTCs.

4.6 Application for a specific UIOLI Slot

Shippers who have an STA in place are able to apply for any UIOLI Slot advertised on the [Bulleting Board](#) which has a berthing date that falls within their agreement window. Interested parties should contact the [Commercial Operations](#) team at the Terminal (see paragraph 4.4b for contact details).

At present, a 'first come, first served' principal is being adopted. Therefore following an application, provided the shipper, cargo and vessel meet the requirements of the Terminal, the offer will be removed from the Grain LNG website. At this point the prospective shipper will have committed to meeting the terms of the agreement and will be liable for certain costs resultant from this agreement.

Any recoverable costs, for example variable costs such as power, applicable to the use of a UIOLI Slot will be specified in the contract documentation, as will the method of recovery.

4.7 Fees and Costs

The fees and costs associated with the UIOLI service including the costs of blending and power will be set out in the contract documentation as will any specific pre-qualifications such as credit arrangements.

Port Authority fees such as for pilots and tugs will be the responsibility of the Third Party bringing the cargo into the Terminal.

5. Legal Documentation

The relevant legal documents applicable to the use of the Terminal are:

- General Terms & Conditions (GTCs). The GTCs contain the terms and conditions applying between the Terminal operator and users (both Primary and Third Party) on which Terminal capacity may be held and used
- Cost Allocation Principles (CAP). The CAPs set out the allocation rules for costs at the Terminal, in particular the allocation of variable costs
- Terminal Operating Procedures (TOP). The TOPs set out the detailed technical and procedural requirements in support of the GTCs, including LNG Tanker vetting and ship-shore procedures
- Network Entry Agreements (NEA). The NEAs cover the provisions relating to gas specifications and measurements (relevant to the user's service at the Terminal) between the Terminal Operator and National Grid Gas, and the Terminal Operator and Southern Gas Networks.
- Specific Terms Agreement (STA). The STA is a bilateral agreement between the Third Party shipper and the Terminal Operator, which will include allowed cargo compositions and blending arrangements, credit arrangements, costs associated with using the Terminal, invoicing and payment terms and the necessary documentation for application for a UIOLI Slot. It incorporates and gives contractual effect to the GTCs.

In addition, before copies of the above documents can be made available to a prospective Third Party shipper, a Confidentiality Agreement must be entered into with the Terminal Operator.