



LNG  
TERMINALLING  
PROGRAMME

Based on Article 203 of the Royal Decree  
of 23 December 2010 on the Code of Conduct  
regarding access to natural gas transmission networks

## TABLE OF CONTENTS

TABLE OF CONTENTS .....	2
1 INTRODUCTION .....	3
2 THE EXISTING LNG TERMINAL & EXPANDED TERMINAL CAPACITY .....	4
3 LNG TERMINALLING MODEL .....	6
4 BASIC SERVICE OFFERING .....	11
4.1 Slot (for unloading LNG ships) .....	11
4.2 LNG transshipment services .....	13
4.3 Additional berthing right .....	13
4.4 LNG redelivery services (ship loading) .....	14
4.5 LNG truck loading .....	14
4.6 Additional storage capacity .....	14
4.7 Additional send-out capacity .....	14
4.8 Daily storage capacity .....	15
4.9 Daily send-out capacity .....	15
4.10 Non-nominated services (send-out capacity) .....	15
4.11 Pooling of send-out capacity .....	15
5 COMPLEMENTARY SERVICE OFFERING .....	17
5.1 Transfer of LNG in storage .....	17
5.2 Electronic data platform (including electronic booking system) .....	17
5.3 Secondary market platform .....	17
5.4 Data publication .....	17
5.5 LNG lending .....	17
5.6 Quality adjustment services .....	18
5.7 Truck approval .....	18
5.8 Ship approval .....	18
6 SERVICE SUBSCRIPTION .....	19
6.1 How to become a terminal user .....	19
6.2 Primary market .....	19
6.3 Secondary Market .....	19
7 USING THE SUBSCRIBED SERVICES .....	20
7.1 Nominations .....	20
7.2 Allocations .....	20
DISCLAIMER .....	21

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1 INTRODUCTION	31
2 THE EXISTING LNG TERMINAL & EXPANDED TERMINAL CAPACITY	41
3 LNG TERMINALLING MODEL	61
4 BASIC SERVICE OFFERING	111
4.1 Slot (for unloading LNG ships)	111
4.2 LNG transshipment services	131
4.3 Additional berthing right	131
4.4 LNG redelivery services (ship loading)	141
4.5 LNG truck loading	141
4.6 Additional storage capacity	141
4.7 Additional send-out capacity	141
4.8 Daily storage capacity	151
4.9 Daily send-out capacity	151
4.10 Non-nominated services (send-out capacity)	151
4.11 Pooling of send-out capacity	161
5 COMPLEMENTARY SERVICE OFFERING	181
5.1 Transfer of LNG in storage	181
5.2 Electronic data platform (including electronic booking system)	181
5.3 Secondary market platform	181
5.4 Data publication	181
5.5 LNG lending	181
5.6 Quality adjustment services	191
5.7 Truck approval	191
5.8 Ship approval	191
6 SERVICE SUBSCRIPTION	201
6.1 How to become a terminal user	201
6.2 Primary market	201
6.3 Secondary Market	201
7 USING THE SUBSCRIBED SERVICES	211
7.1 Nominations	211
7.2 Allocations	211
DISCLAIMER	221

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## 1 INTRODUCTION

Fluxys LNG is the independent operator of LNG terminalling infrastructure in Belgium. The company owns and operates the Zeebrugge LNG terminal which is connected to the Belgian transmission system, owned and operated by Fluxys Belgium.

Access to LNG terminalling infrastructure in Belgium is regulated. A code of conduct (Royal decree of 23 December 2010) was published establishing the rules for access to the transmission grid, storage facilities and LNG installations.

Based on the provisions of the code of conduct, Fluxys LNG has drawn up a LNG agreement (contractual terms and conditions), an LNG access code (access rules and procedures) and an LNG terminalling programme (the present document). Both the LNG agreement and the LNG access code prevail on the provisions made in this LNG terminalling programme. For convenience purposes for the clients of LNG truck loading, a distinct LNG access code for truck loading has been established.

The present LNG terminalling programme describes the LNG services Fluxys LNG offers. The purpose of this document is to outline the rules governing access to the terminal and the operating regime. In the event that changes to the LNG access code and/or the LNG agreement have an impact on the content of this LNG terminalling programme, the latter will be amended to take these changes into account.

The LNG agreement, the LNG access code, the regulated tariffs for LNG terminalling and other LNG terminalling related information is available on the website: [www.fluxys.com](http://www.fluxys.com).

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## 2 THE EXISTING LNG TERMINAL & EXPANDED TERMINAL CAPACITY

In operation since 1987, the LNG terminal is located in the outer port of Zeebrugge on a site of some 30 hectares. It comprises efficient reception facilities, four state-of-the-art LNG storage tanks, vaporisation and send-out facilities for injection of regasified gas into the high-pressure gas network and related facilities. The LNG terminal can handle almost all different types of LNG carriers from 2 000 m<sup>3</sup> LNG (as from the commissioning of the second jetty onwards) up to Q-max vessels with a capacity of up to 266 000 m<sup>3</sup> LNG.

The east jetty of the Zeebrugge LNG terminal is equipped with four 16" LNG unloading arms and one vapour return arm, providing an unloading capacity of up to 14 000 m<sup>3</sup> LNG/hour. Three of the existing storage tanks have a workable capacity of 81 500 m<sup>3</sup> LNG each, while the fourth LNG storage tank has a workable capacity of 141 500 m<sup>3</sup> LNG. The firm send-out capacity of the LNG terminal amounts to 1 700 000 m<sup>3</sup>(n) per hour.

Beginning 2017, a second jetty (referred to as the west jetty) of the Zeebrugge LNG terminal was commissioned enabling the berthing of ships from approximately 2 000 m<sup>3</sup> LNG up to a capacity of 217 000 m<sup>3</sup> LNG. The west jetty gave rise to additional berthing rights offered to the market for the purpose of loading ships (i.e. LNG redelivery services).

The vaporizers installed consist of both submerged combustion vaporizers (SCV) and open rack vaporizer (ORV) – the latter in operation as from the second quarter 2013 onwards. Alternatively, the heat produced by the Combined Heat & Power unit (CHP), installed at the site of the LNG terminal will be used to decrease the fuel gas consumption.

The LNG terminal is located in a sheltered area so that there are no sea water currents during berthing and unloading/loading. In addition, the construction of the dockyard has reduced the height of the waves to a minimum and the port authority guarantees a depth of 13 m clearance for ships at low tide in the dock.

The LNG infrastructure in Zeebrugge currently has an annual throughput capacity of 9 billion m<sup>3</sup>(n) of natural gas. Following an open season conducted in 2003, this entire primary capacity was allocated on a long-term ship-or-pay basis, and were commercialized by means of slots. Under such slots, terminal users are allowed to:

- arrive and berth their LNG vessel within a defined window,
- use a basic storage capacity of 140 000 m<sup>3</sup> LNG, linearly decreasing over 40 tides,
- use a basic send-out capacity of 4 200 MWh/h during the abovementioned 40 tides.

Occasionally, capacity is made available for LNG services on the primary market. In addition, LNG services can be traded on the secondary market. These LNG services are available to terminal users and other parties having signed the required contractual agreements.

Additional (flexibility) storage and send-out capacities are available as well.

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Accordingly, all capacities prior to the expanded terminal capacity at the LNG terminal,

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**The expanded terminal capacity of the Zeebrugge LNG terminal**

The following investments are currently ongoing:

a) The construction of a fifth storage tank with a capacity up to 180 000 m<sup>3</sup> LNG and its associated compressors (also referred to as expanded terminal capacity phase 2) that will give rise to transshipment berthing rights offered to the market within the framework of the transshipment services.

The commissioning of fifth tank is expected by mid 2019.

b) The construction of a second truck loading station in support of the future development of LNG as fuel for industry and heavy-duty transport via ships and trucks.

The commissioning of the second truck loading station is expected by mid 2018.

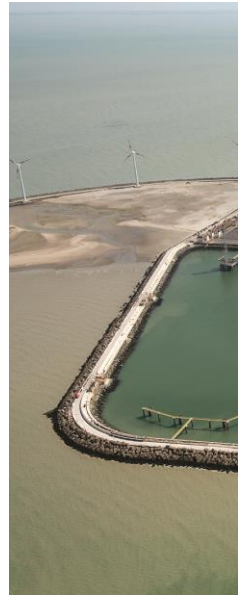


Figure 2.1 Expanded terminal capacity

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 The investment decision of the second berthing jetty was taken in 2011 and the commissioning of the second berthing jetty is expected by early 20152016.¶  
 <#>Phase 2: the construction of a fifth storage tank with a capacity up to 180 000 m<sup>3</sup> LNG and its associated compressors and pumps that will give rise to transshipment berthing rights offered to the market within the framework of the transshipment services.¶  
 The investment decision of the 5<sup>th</sup> tank was taken in 2015 and the commissioning of the 5<sup>th</sup> tank is expected by early 2019.¶  
 <#>Phase 3: the construction of a small scale jetty, the small scale LNG jetty, will give rise to additional services for loading small scale LNG ships. The investment decision will be the outcome of the open season for small scale LNG berthing rights.

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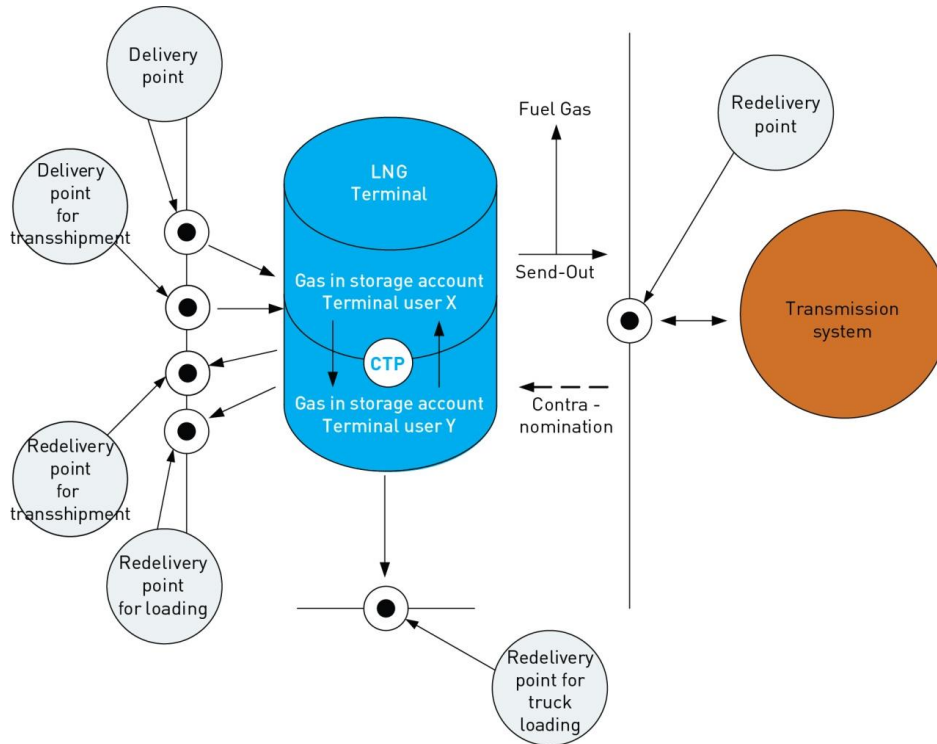
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### 3 LNG TERMINALLING MODEL

The LNG terminalling model designed by Fluxys LNG provides for easy use of the LNG services. It is composed of the following elements as set out in the Figure 3.1 below:



**Figure 3.1 Terminalling model**

- LNG terminal: Zeebrugge LNG terminal facility operated by Fluxys LNG.
- Transmission system: transmission network physically connected to the LNG terminal.
- Redelivery point: interface between the LNG terminal and the transmission system:
  - natural gas is sent out from the LNG terminal and injected into the transmission system;
  - natural gas from the transmission system is delivered to the LNG terminal (called contra-nomination, counter flow nomination or reverse nomination, subject to forward send-out flow).
- Gas in storage account of the terminal user: account of the terminal user which registers the quantity of the terminal user's gas in storage which shall include the gas in storage as from the service start date [+], the quantity of LNG (re-)delivered and/or transferred [+/-], fuel gas [+/-], and any corrections thereof [+/-].
- Commodity Transfer Point (or CTP): virtual point where the terminal user can exchange natural gas with another terminal user.
- Delivery point: the flange where an LNG ship delivers LNG to the LNG terminal.

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- Delivery point for transshipment: the flange where an LNG ship delivers LNG to the LNG terminal within the framework of transshipment services.
- Redelivery point for loading: the flange where an LNG ship is loaded with LNG from the LNG terminal.
- Redelivery point for truck loading: the flange where an LNG truck is loaded with LNG from the LNG terminal.
- Redelivery point for transshipment: the flange where an LNG ship is loaded with LNG from the LNG terminal within the framework of transshipment services.
- Fuel gas: fuel gas consumed by the LNG terminal which include the actual gas consumption of the submerged combustion vaporizers (SCVs), part of the gas consumed by the combined heat & power unit (CHP) and sundry gas consumptions (including losses).

The maximum capacity made available by Fluxys LNG to the terminal users is calculated taking into account the technical capacity of the terminalling facilities and its capacity enhancements. The maximum capacity also takes into account the need for operational flexibility, e.g. in the event of unforeseen circumstances linked to maritime transport and planning constraints.

The available amount of send-out and LNG storage capacities which are not commercialised through slots are offered to the market as additional send-out and additional storage.

Slots, LNG redelivery services, LNG transshipment services, flexibility services and other services are explained in detail in section 4.



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Capacity model

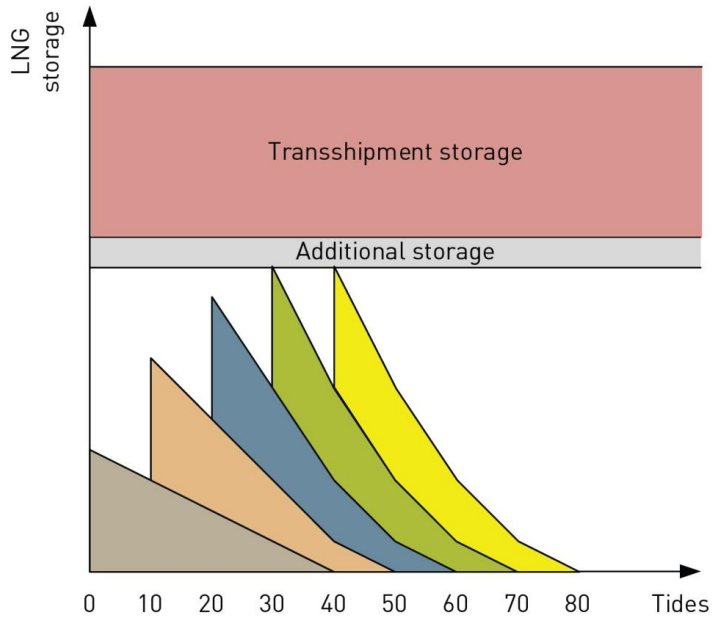


Figure 3.2 Storage capacity

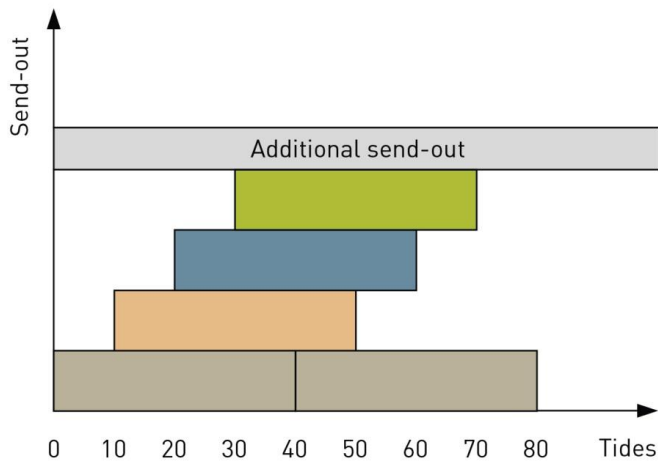


Figure 3.3 Send-Out capacity

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Capacities until commissioning of the expanded terminal capacity:

Service	Unit	Capacity at LNG terminal
Total number of slots	Slots per year	110
Minimum interval between the tides indicating the start of each slot	High tides	5
Basic storage period	Tides	40
Basic storage per slot	m <sup>3</sup> (LNG)	140 000
Basic send-out per slot	MWh/h	4 200
Total basic storage	m <sup>3</sup> (LNG)	350 000
Additional storage	m <sup>3</sup> (LNG) during one year	<del>36 000</del>
Total basic send-out	MWh/h	16 800
Additional send-out	MWh/h during one year	2 870
Total number of additional berthing rights	Additional berthing rights per year	70
Total number of LNG truck loading	Truck loadings per year	4 000
<u>Total number of transshipment berthing rights</u>	<u>Transshipment Berthing Rights per year (low tides)</u>	<u>150</u>

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Capacities after commissioning of the expanded terminal capacity:

Service	Unit	Capacity at LNG terminal
Total number of slots	Slots per year	110
Minimum interval between the tides indicating the start of each slot	High Tides	5
Basic storage period	Tides	40
Basic storage per slot	m <sup>3</sup> (LNG)	140 000
Basic send-out per slot	MWh/h	4 200
Total basic storage	m <sup>3</sup> (LNG)	350 000
Additional storage	m <sup>3</sup> (LNG) during one year	36 000
Total basic send-out	MWh/h	16 800
Additional send-out	MWh/h during one year	2 870

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Total number of additional berthing rights	<i>Additional berthing rights per year</i>	70
Total number of LNG truck loadings	<i>Truck loadings per year</i>	8 000
Total number of transshipment berthing rights	<i>Transshipment Berthing Rights per year (low tides)</i>	214
Transshipment storage	<i>m<sup>3</sup> (LNG) during one year</i>	180 000

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## 4 BASIC SERVICE OFFERING

### 4.1 Slot (for unloading LNG ships)

A slot includes the following three basic LNG services:

#### 1. Berthing service

- Reception of an LNG ship subject to the maritime rules governing the port of Zeebrugge and unloading LNG from the LNG ship received at the LNG terminal.
- The berthing right of an unloading slot can also be used for the purpose of loading an LNG ship.
- The berthing service is time-sensitive: as from the high tide signalling the start of a given slot, the terminal user has to berth his ship within the window of the first ten tides.
- Only LNG ships having passed the ship approval procedure are allowed to berth and unload at the LNG terminal.

#### 2. Basic storage of unloaded LNG.

- The basic storage service offers temporary storage. The basic storage period is 40 consecutive tides and the basic storage volume is 140 000 m<sup>3</sup> of LNG (decreasing on a linear basis over time).

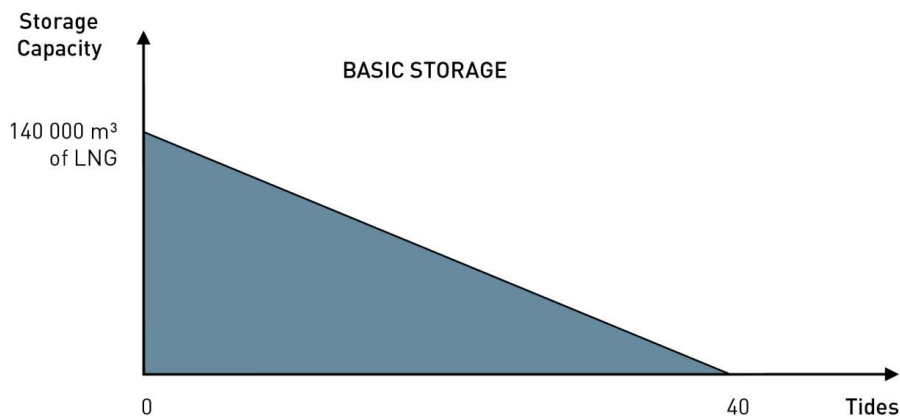


Figure 4.1 Basic storage

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### 3. Basic send-out of LNG

- Send-out consists out of regasification of the LNG and injecting this natural gas into the adjacent transmission system.
- The basic send-out period is equal to the basic storage period of the same slot. During this time window, the basic send-out capacity is equivalent to 4 200 MWh/h.

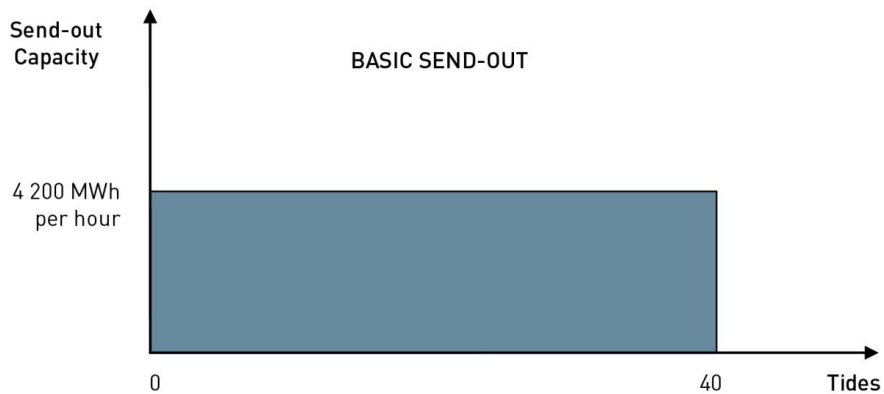


Figure 4.2 Basic send-out

#### Allocation rule

Slots on the primary market are subscribed following either an open season or a subscription window depending on whether the investment decision has already been taken by the terminal operator.

Available slots are slots which were not allocated during an open season or subscription window or which have been identified as being available:

- during year n-1 (contract year prior to the contract year during which the service is supplied) when establishing the annual unloading schedule: identification of available slots between March and October;
- during year n (the contract year during which the service is supplied) when establishing quarterly unloading schedules: identification of unsubscribed slots or groups of consecutive high tides by Fluxys LNG.

These available slots are allocated according to the priorities set out below:

- to terminal users who have notified Fluxys LNG that they will either definitely or most probably be unable to use (a) subscribed slot(s) during the year n on account of maintenance;
- to terminal users who hold "make-up" capacity (i.e. they have not been able to use all their slots during a prior year on account of force majeure);
- to all current or potential terminal users on a first-committed, first-served as soon as the available slot is scheduled into a quarterly unloading schedule.

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## 4.2 LNG transshipment services

LNG transshipment services are the services of loading or unloading, gassing up and/or cooling down of an LNG ship and the storage of LNG for transshipment:

- Transshipment berthing right can be used:
  - for unloading or for loading of LNG from an LNG ship into storage or vice versa, or
  - by using 2 transshipment berthing rights, as the case may be, for direct transfers of LNG between two LNG ships.

It shall be noticed that:

- Reception of an LNG ship subject to the maritime rules governing the port of Zeebrugge
  - The berthing is time-sensitive: the terminal user has to berth his LNG ship at his scheduled transshipment berthing right.
  - Only LNG ships having passed the ship approval procedure are allowed to berth and load/unload at the LNG terminal.
- Gassing up: if the cargo tanks of an LNG ship using the LNG redelivery services are under inert atmosphere, this inert gas must be replaced with LNG vapour before the start of cooling down and loading services.
  - Cooling down: the tanks of an LNG ship are cooled to bring them to the same temperature as LNG. This is a service for terminal users using the loading service for LNG ships whose tanks are not at LNG temperature.

- Transshipment storage: entails the right to store at the LNG terminal a quantity of LNG equal to up to 180,000 cubic metres

### Allocation rule

Transshipment services on the primary market are subscribed following either an open season or a subscription window. Available transshipment services after an open season or subscription window are allocated on a “first committed - first served” basis.

Transshipment storage on the primary market, available as one unit of 180 000 cubic metres, is subscribed following either an open season or a subscription window. Available transshipment storage after an open season or subscription window are allocated on a “first committed - first served” basis.

## 4.3 Additional berthing right

Available berthing rights that are not associated with slots are offered to terminal users for the purpose of loading LNG ships. An additional berthing right consists of the right to receive an LNG ship subject to the maritime rules governing the port of Zeebrugge and with a lower priority than the berthing rights associated with slots.

Only LNG ships having passed the ship approval procedure are allowed to berth at the LNG terminal.

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Allocation rule¶

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#### Allocation rule

Additional berthing rights on the primary market are subscribed following either an open season or a subscription window. Available additional berthing rights after an open season or subscription window are allocated on a “first committed - first served” basis.

#### 4.4 LNG redelivery services (ship loading)

LNG redelivery services are the services of loading, gassing up or cooling down an LNG ship provided shipper has an additional berthing right (or berthing right as the case may be):

- Loading: the terminal user’s LNG is pumped from the LNG terminal to the LNG ship.
- Gassing up: if the cargo tanks of an LNG Ship using the LNG redelivery services are under inert atmosphere (i.e. under a CO<sub>2</sub>, NO<sub>x</sub> and/or N<sub>2</sub> atmosphere with a maximum of 1 ppm H<sub>2</sub>O vapour and maximum 100 ppm O<sub>2</sub>), this inert gas must be replaced with LNG vapour before the start of cooling down and loading services.
- Cooling down: the tanks of an LNG ship are cooled to bring them to the same temperature as LNG. This is a service for terminal users using the loading service for LNG ships whose tanks are not at LNG temperature.

#### 4.5 LNG truck loading

LNG truck loading is the service consisting of loading an LNG truck at the terminal. The LNG terminal has the capacity of loading 8\_000 trucks per year after commissioning of the expanded terminal capacity. The clients themselves, independently from the terminal operator, have to procure LNG from a shipper having a gas in storage account at the LNG terminal.

In addition to truck loading, a truck cool down service is offered to cool the LNG tank of a truck from ambient temperature to LNG temperature.

#### Allocation rule

LNG truck loading services on the primary market are subscribed following either an open season or a subscription window. Allocation is performed pro rata the binding requests received prioritizing requests with a longer duration. LNG truck loading services available at the end of the corresponding subscription window or open season, are allocated on a “first committed - first served” basis until the organisation of the next subscription window.

#### 4.6 Additional storage capacity

Additional storage capacity is the right to store quantities of LNG in the LNG terminal in addition to basic storage but excluding daily storage capacity.

#### Allocation rule

Additional storage capacity on the primary market is subscribed following either an open season or a subscription window. Available additional storage capacity after the open season or subscription window is allocated on a “first committed - first served” basis.

#### 4.7 Additional send-out capacity

Additional send-out capacity is the right to send-out at a flow rate above basic send-out capacity but excluding daily send-out capacity.

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LNG redelivery services on the primary market are subscribed following either an open season or a subscription window. Available LNG redelivery services after an open season or subscription window are allocated on a “first committed - first served” basis.¶

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#### **Allocation rule**

Additional send-out capacity on the primary market is subscribed following either an open season or a subscription window. Available additional send-out capacity after the open season or subscription window is allocated on a “first committed - first served” basis.

#### **4.8 Daily storage capacity**

Daily storage capacity is the amount of additional storage capacity that can be purchased on a daily basis. The available daily storage capacity is calculated and published for information purposes by Fluxys LNG on a daily basis for the next 30 days.

#### **Allocation rule**

Daily storage capacity is allocated pro rata the requests by terminal users at 11 a.m. the day before the day on which the capacity is available.

#### **4.9 Daily send-out capacity**

Daily send-out capacity is the amount of additional send-out capacity that can be purchased on a daily basis. The available daily send-out capacity is calculated and published for information purposes by Fluxys LNG on a daily basis for the next 30 days.

#### **Allocation rule**

Firm daily send-out capacity is allocated pro rata the requests by terminal users at 11 a.m. the day before the day on which the capacity is available.

#### **4.10 Non-nominated services (send-out capacity)**

This service enables terminal users to nominate send-out capacity over and above their subscribed capacity to the extent that other terminal users did not nominate their entire subscribed capacity.

The availability of non-nominated send-out capacity is calculated hourly from the nominations of all terminal users made in respect of their subscribed send-out capacity.

#### **Allocation rule**

The available non-nominated send-out capacity is automatically allocated on an hourly basis pro rata the requested send-out capacity of each terminal user in excess of his firm send-out capacity.

#### **4.11 Pooling of send-out capacity**

Fluxys LNG optimises availability and use of send-out capacity by grouping all unused basic send-out capacity (known as "pooling") and by making that capacity available free of charge in the form of additional rights in respect of firm and/or interruptible basic send-out capacity to terminal users who have booked at least one slot during the next 30 days. Accordingly, these additional rights are booked without prejudice to either subscribed basic send-out capacity or, where applicable, subscribed additional send-out capacity.

The availability of additional rights in respect of send-out capacity for the next 30 days together with details of the firm and interruptible proportions thereof is published daily by Fluxys LNG for information purposes.

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### Allocation rule

- Additional rights in respect of basic send-out capacity are allocated on a firm basis if the capacity assigned for basic send-out is greater than the total basic send-out capacity of all terminal users. A terminal user may request this pooling capacity provided that his total firm send-out capacity, excluding additional send-out capacity, is no greater than one hundred and five (105) per cent of its average nominations in the month in question. Such firm rights may only be revoked by Fluxys LNG if a queue of LNG ships builds up;
- Additional rights in respect of basic send-out capacity are allocated on an interruptible basis if the capacity assigned for basic send-out is equal to the total basic send-out capacity of all terminal users and if the total nominations for all terminal users are less than the capacity assigned for basic send-out. Such interruptible rights may be revoked at any time by Fluxys LNG.



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## 5 COMPLEMENTARY SERVICE OFFERING

### 5.1 Transfer of LNG in storage

A terminal user may transfer LNG he holds in storage to another terminal user. Such a commodity transfer can be made through the Commodity Transfer Point (or CTP) at any time of the gas day. Transfers of LNG in storage will only be approved if the terminal users involved (transferor and transferee) remain within their storage rights.

### 5.2 Electronic data platform (including electronic booking system)

Fluxys LNG makes available to terminal users data such as:

- the quantity and status of their individual range of capacity rights;
- the level of LNG they hold in storage individually and the aggregated level of LNG jointly held in storage by all terminal users;
- the level of send-out they use individually and the aggregated level of send-out jointly used by all terminal users;
- the allocation of send-out from (and injection into) the LNG terminal;
- the quality and pressure parameters of the gas at the redelivery point.

The electronic data platform enables terminal users also to subscribe capacity services available on the primary market via the 'electronic booking system'. Depending on the rights assigned to them, terminal users may:

- consult the LNG services available via the electronic booking system;
- access the data required to subscribe and reserve LNG services;
- subscribe and reserve automatically LNG services available via the electronic booking system.

### 5.3 Secondary market platform

To further promote capacity trading, Fluxys LNG provides an online secondary market platform for capacity trading between terminal users. Provided the market for LNG truck loading services is in development, in a first instance, the secondary market will be restricted to a bulletin board.

### 5.4 Data publication

Pursuant to European legislation (Regulation (EC) No 715/2009 of 13 July 2009) and the Belgian code of conduct (Royal decree of 23 December 2010), Fluxys LNG makes available all required information on its website. The information is accessible by everyone and can be downloaded without restriction.

### 5.5 LNG lending

Fluxys LNG may arrange for a quantity of LNG belonging to one shipper to be lent to another shipper. The LNG borrowed must be returned to the lender within a specified time period either via physical delivery of LNG, a nomination from the transmission system to the LNG terminal (contra-nomination), or by other means.

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### 5.6 Quality adjustment services

Fluxys LNG offers terminal users quality adjustment services enabling them, if necessary, to change the gas composition in order to meet downstream gas quality requirements.

### 5.7 Truck approval

Truck approval entails ascertaining whether LNG trucks are compatible with the truck loading facilities at the LNG terminal.

### 5.8 Ship approval

Ship approval entails ascertaining whether LNG ships are compatible with the jetty facilities at the LNG terminal.



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## 6 SERVICE SUBSCRIPTION

### 6.1 How to become a terminal user

In order to be registered by Fluxys LNG as a terminal user, a Fluxys LNG's business party signs a LNG agreement. In addition to the LNG agreement, the terminal user must respect the provisions of the LNG access code.

Both documents and their attachments are available on the website: [www.fluxys.com](http://www.fluxys.com).

### 6.2 Primary market

Terminal users or potential terminal users may participate to a subscription window or an open season organized by Fluxys LNG for purposes of allocating the available capacities.

Capacities that are not allocated can, after the subscription window or open season, be subscribed by terminal users on a "first committed first served" basis.

Other services are allocated in line with allocation rules as described for each service in section 4.

### 6.3 Secondary Market

LNG services can be acquired from another terminal user (secondary market) "over the counter" or via the secondary market platform provided by Fluxys LNG. Provided the market for LNG truck loading services is still in development, in a first instance, the secondary market will be restricted to "over the counter".

Fluxys LNG allows terminal users to trade LNG services on the secondary market with other terminal users. A traded LNG service may be traded again on the secondary market. The conditions governing trade in LNG services on the secondary market are detailed in the LNG access code.

The following conditions apply to trading of LNG services on the secondary market:

- Trading of LNG services on the secondary market entails the transfer of rights and obligations associated therewith in accordance with the corresponding LNG Agreement of the related LNG Services traded.
- The nature of LNG services traded may not alter after trading on the secondary market (e.g. a firm LNG service subscribed on the primary market must remain a firm LNG service on the secondary market).

Deleted: October 3rd 2014

## 7 USING THE SUBSCRIBED SERVICES

### 7.1 Nominations

The terminal user uses his subscribed LNG services by means of electronic messages - daily nominations - for a particular gas day (a gas day begins at 6:00 and terminates at 5:59 the following day). Nomination messages provide in kWh for each hour the quantities of natural gas and/or LNG to be injected or withdrawn.

During the gas day, several nomination cycles happen. The first nomination cycle begins at 14:00 of the preceding gas day and is composed of 3 steps:

- For each hour of a given gas day, the terminal user sends his nominations to Fluxys LNG.
- Nominations are processed by Fluxys LNG (checking and matching).
- As the process of nominations is completed, Fluxys LNG sends a confirmation of the nominations.

The terminal user may revise his nominations by sending renominations leading to a new nomination cycle ((re)nominations sent by the terminal user, processing of these (re)nominations and confirmation by Fluxys LNG).

The time schedule of the nomination and renomination cycles for a given gas day is described in the access code for terminalling and is based on the EASEE-gas common business practice. Nominations are sent by the terminal user via the Edig@s protocol.

For truck loading, throughout the scheduling process, the client shall indicate their use of the subscribed LNG truck loading services. Scheduled LNG truck loading services by the client need to be confirmed by the shipper prior to the delivery of the LNG.

### 7.2 Allocations

Fluxys LNG allocates the hourly use of LNG terminalling capacities to the terminal user. The unit used for allocation is kWh.

For send-out and reverse nominations the hourly allocation in energy is deemed equal to the confirmed nominations.

For truck loading, the allocation is the quantity confirmed after conclusion of the truck loading operation based upon the weighbridge data.

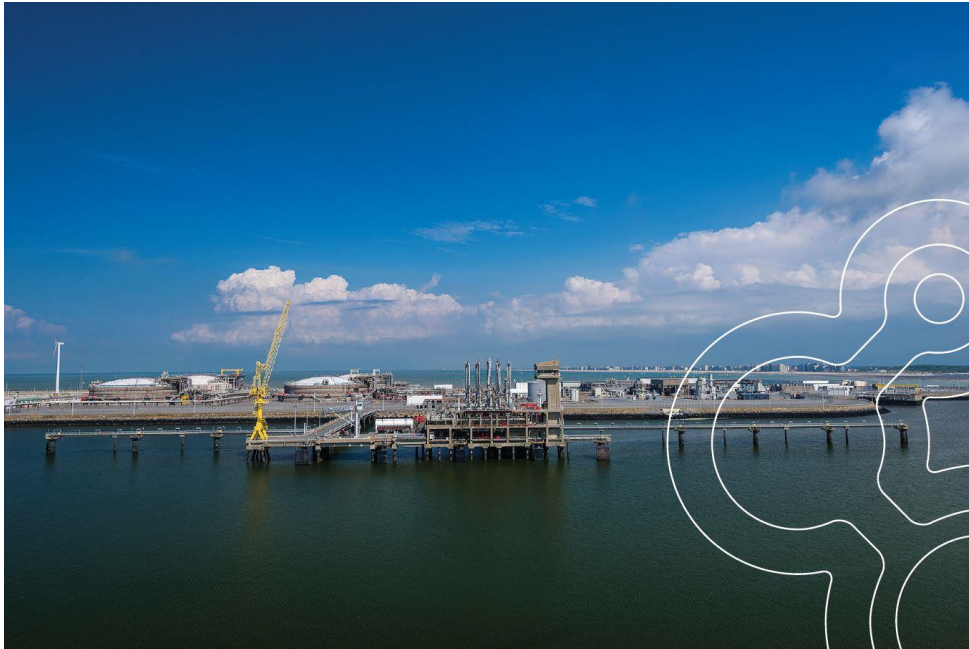
Terminal user's allocation of LNG in storage is based on the LNG in storage account, the allocations of send-out and contra-nominations, gas in kind, the possible transfer of LNG in storage, (un)loaded LNG of LNG ships, loaded LNG into LNG trucks and settlements possibly applied. The formula for the terminal user's LNG in storage and the calculation of gas in kind is detailed in the LNG access code.

Deleted: October 3rd 2014

## DISCLAIMER

This document (the “LNG terminalling programme”) sets forth certain information regarding the Zeebrugge LNG terminal and the related LNG services offered by Fluxys LNG at this terminal. Please note that the LNG terminalling programme can be amended from time to time pursuant to the code of conduct (Royal decree of 23 December 2010). In each case Fluxys LNG hereby disclaims any and all responsibility for any changes to the LNG services, imposed by the competent financial and regulatory Belgian and European authorities.

Additionally, the information contained in this LNG terminalling programme should not be considered to give rise to any contractual relationship between Fluxys LNG (or any of its affiliated entities) and any interested party.



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