

Addendum # 6

RFP # 2011/L002 - LNG Floating Storage & Regasification Terminal

(February 8, 2012)

Miscellaneous Amendments to RFP Documents

The following responses to clarification questions are to be considered as amendments to the Request for Proposal # 2011/L002 (LNG Floating Storage & Regasification Terminal).

Clarification # 2 (issued 24 October 2011)

- Response # 12 – Boil Off Gas

The following sentence found in Section 16.3.1 (LNG Storage Tank), FSRU Functional Specification, included in the RFP as Attachment 7, is amended as follows:

The cargo tank and the upper part of the skirt shall be thermally insulated to achieve a specified maximum boil-off rate of 0.18% per day.

- Response # 13 – Maximum Allowable Differential in Seawater Temperature

The following sentence found in Section 4.2 (Discharge to Water), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

The maximum allowable differential in seawater temperature, as measured at the edge of the designated mixing zone (i.e. 100 m from the point of discharge) is 5°C as compared to ambient conditions for sea water-based regasification technologies.

Clarification # 3 (issued 27 October 2011)

- Response # 3 – Quick Release Hooks (QRH)

The following sentence found in Section 7.1 (Jetty Mooring), Basis of Design, included in the RFP as Attachment 2, and in Section 3.4.4 (Quick Release Hooks), Jetty Design Philosophy, included in the RFP as Attachment 8, is amended as follows:

The quick release hooks shall have as a minimum, a Safe Working Load (SWL) equal to or greater than the Minimum Breaking Load (MBL) of the mooring lines used onboard the FSRU and range of supply LNGCs but not less than 150-tonnes.

- Response # 4 – Minimum Pipeline Cover

The following sentence found in Section 8.2.8 (Pipeline Burial Design), Pipeline & ORF Scope of Work, included in the RFP as Attachment 4, is amended as follows:

COMPANY requires that the pipeline is trenched to a minimum of 1.0 m above top of pipe for water depths under 13m (with an option for full pipeline burial along the route), and in accordance with Jamaican regulations.

- Response # 24 – FSRU Capacity

The following sentence found in Section 2.14 (LNG Loading), FSRU Functional Specification, included in the RFP as Attachment 7, is deleted:

~~*The FSRU shall be capable of receiving 100% load of 157,000 m³ at one continuous offloading operation.*~~

The following sentence found in Section 16.4.1 (LNG Cargo Containment and Transfer), FSRU Functional Specification, included in the RFP as Attachment 7, is deleted:

~~*Hence the system must be designed to load a nominal 157,000 m³ cargo in 16 hours of cargo pumping time.*~~

The following sentence found in Section 2.11 (LNG Loading), Jetty Design Philosophy, included in the RFP as Attachment 8, is deleted:

~~*The FSRU shall be capable of receiving 100% load of 157,000 m³ at one continuous offloading operation.*~~

The following sentence found in Section 1.3.2 (LNG Storage Tanks), FSRU Operating Philosophy, included in the RFP as Attachment 10, is deleted:

~~*The FSRU shall provide a storage volume onboard the FSRU that can accept a full cargo load of a 157,000 m³ LNG.*~~

Clarification # 4 (issued 1 December 2011)

- Response # 3, # 9 and # 11 – Horizontal Directional Drilling (HDD)

The following sentence found in Section 12.4 a) (Shore Approach Design), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

The shore approach design shall be done based on the following assumptions:

- i) Shore crossing shall be done by means of HDD or other acceptable alternative (subject to the Contractor securing permission from the National Environment and Planning Agency (NEPA) based on environmental justification).*
- ii) The rest of pipeline route shall be buried with 1-m cover above the top of the pipeline (excluding expansion piece); alternate forms of pipeline protection channel shall be considered near shipping.*

The following sentence found in Section 2.2 (Description of Work), Pipeline & ORF Functional Specification, included in the RFP as Attachment 5, is amended as follows:

Perform the shore approach installation work by (Horizontal Directional Drilling (HDD) method or other acceptable alternative (subject to the Contractor securing permission from the National Environment and Planning Agency (NEPA) based on environmental justification).

The following sentence found in Section 6.8 (Pipeline Fabrication and Installation), Pipeline & ORF Functional Specification, included in the RFP as Attachment 5, is amended as follows:

The shore approaches shall be constructed by using an approved HDD technique or other acceptable alternative (subject to the Contractor securing permission from the National Environment and Planning Agency (NEPA) based on environmental justification).

- Response # 15 – Channel Width and Turning Basin

Section 7.1 (Turning Basin and Approach Channel), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

Assuming the largest LNGC entering the facilities is a Q-Flex sized vessel (L = 345-m, B = 50-m, T = 12-m), the LNGC turning basin and the inner approach channel shall need to be dredged to the dimensions:

- a) LNGC turning basin depth 13.2m, relative to chart datum*
- b) LNGC turning basin diameter Near-shore jetty will need a dredged pocket approximately 600m x 400m, to include LNG Carrier & FSRU*
- c) Inner approach channel depth 13.8m, relative to chart datum*
- d) Inner approach channel width 150m, with 3 x Beam width relaxation (subject to confirmation by vessel manoeuvre simulations during the detailed design phase)*

- Response # 16 – Hull Design

The following sentence found in Section 16.2.1 (Hull Design), FSRU Functional Specification, included in the RFP as Attachment 7, is deleted:

~~*The vessel shall be built with a single deck.*~~

Clarification # 5 (issued 2 December 2011)

- Response # 4 – Line Pack

The following sentence found in Section 2.10.1 (Gas Flow Rate), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

Further, it is preferred, but not required, that the pipeline provide for a minimum 1-hour line packing at peak capacity.

- Response # 11 – Equipment included in Onshore Receiving Facility (ORF)

The following sentence found in Section 13.1 (Onshore Receiving Facilities), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

The ORF shall consist of the following major pieces of equipment:

- a) Pig receiver (refer also to sections 12.12 and 12.13);*
- b) Pipeline filters;*
- c) Metering skids;*
- d) Cold vent;*
- e) Instrument air compressor and dryer;*
- f) Utility water storage tank;*
- g) Fire water system; and*
- h) Diesel generator (as required, refer to section 13.9.4).*

- Response # 18 – Location of Onshore Receiving Facility (ORF)

The following sentence found in Section 2.10.1 (Gas Flow Rate), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

Phase 1 & 2 sales gas shall be supplied to the ORF that is to be located at a site to be proposed by Contractor within the Port Esquivel or Old Harbour areas.

- Response # 23 – Breasting Dolphins

The following sentence found in Section 3.4.1 (Breasting Dolphins), Jetty Design Philosophy, included in the RFP as Attachment 8, is amended as follows:

Three (3) breasting dolphins are required for the delivery berth, to allow broadest range of LNG Carrier vessels to deliver. Contractor may reduce to two (2) breasting dolphins for the FSRU berth, so long as it can be demonstrated to not impact FSRU availability.

Clarification # 6 (issued 7 December 2011)

- Response # 19 – Bid Security

ITB 19.6 is amended as follows:

The bid security of a JVCA shall be in the name of the JVCA that submits the bid. If the JVCA has not been legally constituted at the time of bidding, the Bid Security shall be in the names of all future partners as named in the letter of intent referred to in ITB 4.1.

However, the bid security may be issued in the name of one entity, as representative of a consortium, provided that the bid bond is forfeitable pursuant to ITB 19.5 due to the actions (or inactions, as the case may be) of any of the members of the consortium. The Bid Security should state this point clearly.

Clarification # 7 (issued 8 December 2011)

- Response # 7 – Technical Form of Bid

The following sentence found in Section 12 (References), SRT Scope of Work, included in the RFP as Attachment 3, is deleted:

~~*WorleyParsons, "Jamaican LNG FSRU, Request for Quotation: Technical Form of Bid", 402010-00260-00-GE-RFQ-0002*~~

- Response # 17 – Onshore Receiving Facility (ORF) Flow Scheme

The following sentence found in Section 13.6 (Fiscal Metering Skids), Basis of Design, included in the RFP as Attachment 2, is amended as follows:

~~*2 ultrasonic flow metering lines shall be provided each of 160 mmsefd, with provision to add another two identical metering lines to have total metering capacity of 320 mmsefd in future. Each metering skid shall consist of two gas meters, one master meter and one service meter.*~~