

Quotation Form for Supply of Fuel Oil

1.	Seller (Bidder to fill)
2.	Buyer	State Trading Corporation (STC)
3.	Product	a) Fuel Oil 180 CST Catalytic Cracked product (HSFO 180 CC) b) Fuel Oil 180 CST Straight-Run product (HSFO 180 SR) c) Fuel Oil 380 CST Straight-Run product (HSFO 380 SR)
4.	Delivery Terms	On a Delivery At Place (DAP), Port Louis, Mauritius Basis
5.	Discharge Laycan	Around 2 - 4 April 2026
6.	Bid Submission Deadline	11 March 2026 at 15:00 hrs (Mauritian Time)
7.	Submission of Offer	Bidders shall submit their offer on the attached Quotation Form to the General Manager of the STC on the secured email address: fueloil@stcmu.com
8.	Quantity	One consignment comprising of: HSFO 180 CC – 2,500 Metric Tons +/- 5% at STC's option HSFO 180 SR – 15,000 Metric Tons +/- 5% at STC's option HSFO 380 SR – 12,500 Metric Tons +/- 5% at STC's option
9.	Product Specs	As per Annex
10.	Load Port (Bidder to specify the load port)
11.	Quantity and Quality Determination at Loading Port	The determination of quantity and quality for Fuel Oil (FO) delivered shall be made in accordance with international accepted practice at the loading port by an independent and accredited internationally recognized surveyor, who shall prepare and sign certificates as to the quantity and quality of products delivered by Supplier. The Supplier shall bear the inspection costs at loading port.
12.	Quantity and Quality Determination at Discharge Port	<p>STC shall appoint an independent and accredited internationally recognized surveyor to determine the quantity received in shore tanks at discharge port. In case of discrepancies above half a percent (0.5%) on a product-wise basis between quantities found at loading and discharge ports, then any loss above 0.5% will be to supplier's account. For discrepancies below half a percent (0.5%), the quantities determined at loading port shall be final. If the shore discharged quantity exceeds the B/L quantity by more than 0.5% on a product-wise basis, then payment to supplier shall be based on the B/L quantity.</p> <p>The STC shall appoint an independent and accredited internationally recognized surveyor who will collect samples of FO on board vessels prior to discharge for testing and retention purposes. Key characteristics testing will be carried out prior to discharge. Samples of the product during the discharge may also be collected as and when considered necessary. In case of differences in the quality of the products between samples taken at</p>

		loading and any of those at the discharge ports, the quality determined on samples drawn at discharge port shall be deemed as the final and binding on both parties. In case the products are not within the required parameters, STC reserves the right to refuse to take delivery of the products. STC shall bear the survey costs at discharge port.
13.	Berthing Details at Port Louis	<p>All FOs – HSFO 180 CC, HSFO 180 SR and HSFO 380 SR are discharged on three quays and vessel may be shifted up to two times. All shifting costs are for Supplier’s account.</p> <p>The berth details of the three Quays are as hereunder:</p> <p>BST Quay (also called MST / SSHU): Berth/jetty length - 210 metres Maximum DWT - 40,000 DWT Maximum permissible draft - 11.0 metres Permissible LOA - 230 metres Remark: Vessel will overhang on both extremes of quay - applicable for vessel of more than 210 metres (LOA).</p> <p>Quay D: Berth/jetty length - 180 metres Maximum DWT - 40,000 DWT Maximum permissible draft - 11.0 metres Permissible LOA - 230 metres Remark: Vessel may overhang by some 20 metres. Quay A/D is a combined quay (388 metres long).</p> <p>Quay 1: Berth/jetty length - 125 metres Maximum DWT - 48,000 DWT Maximum permissible draft - 12.0 metres Permissible LOA - 230 metres Remark: Vessel will overhang on both extremes of quay - applicable for vessels of more than 125 metres (LOA).</p>
14.	Reference Price	<p>HSFO 180 CC – Mean of quotations for Platt’s ‘HSFO 180 CST’ as published in Asia-Pacific / Arab Gulf Marketscan (APAG), under the heading ‘Middle East Physical Oil Assessments’ for ‘FOB Arab Gulf’</p> <p>HSFO 180 SR – Mean of quotations for Platt’s ‘HSFO 180 CST’ as published in APAG, under the heading ‘Middle East Physical Oil Assessments’ for ‘FOB Arab Gulf’</p> <p>HSFO 380 SR - Mean of quotations for Platt’s ‘HSFO 380 CST’ as published in APAG, under the heading ‘Middle East Physical Oil Assessments’ for ‘FOB Arab Gulf’</p>
15.	Price decimals	Adjusted to the nearest hundredth of a US cent per metric ton by rounding off 0.005 and above as 0.01 and ignoring figures below 0.005
16.	Pricing period	<p>Averaged over 5 days around the date of Bill of Lading as per below:</p> <p>Two (2) consecutive published quotations immediately prior to B/L date, the published quotation on the B/L date and two (2) consecutive published</p>

		<p>quotations immediately after the B/L date, including any published corrections, plus the premiums quoted by the bidder (2-1-2).</p> <p>If there is no Platts published quotation on a particular Bill of Lading date, then the three (3) consecutive published quotations immediately prior to the B/L date and the two (2) consecutive published quotations immediately after B/L date shall apply for the above average (3-0-2).</p>
17.	Premium in USD per Metric Ton	<p>HSFO 180 CC:USD Per Metric Ton (Bidder to fill)</p> <p>HSFO 180 SR:USD Per Metric Ton (Bidder to fill)</p> <p>HSFO 380 SR :USD Per Metric Ton (Bidder to fill)</p> <p>The DAP Basis shall be inclusive of all costs (port costs, quay/ pipeline dues, piracy, deviation, bunkers, tank cleaning and preparation, security team fee /armed guards if necessary, AWRP, K&R, Crew War Bonus and Insurance including contamination risk, thereon).</p>
18.	Payment	<p>Payment shall be made 35 days from Bill of Lading date (Bill of Lading date = day 0) or 2 clear days after arrival of vessel, whichever is later. If payment falls on a non-banking day (Republic of Mauritius and United States of America), the next banking day shall be deemed to be the payment day.</p> <p>Mode of payment shall be on Open Account Basis.</p> <p>Based on survey report at discharge port, the settlement of the DAP value per consignment will be as follows:</p> <ul style="list-style-type: none"> (i) If the difference between the B/L quantity and the shore discharged quantity is within 0.5% on a product-wise basis, then payment to supplier shall be based on the B/L quantity. (ii) If the shore discharged quantity exceeds the B/L quantity by more than 0.5% on a product-wise basis, then payment to supplier shall be based on the B/L quantity. (iii) If the shore discharged quantity is lower than the B/L quantity by more than 0.5% on a product-wise basis, then payment to supplier shall be based on the shore discharged quantity plus 0.5% of the B/L quantity on a product-wise basis. Any loss above 0.5% shall be on account of the supplier
19.	Risk & Title	<p>Risk and title shall pass from Supplier to STC as the on-specification product passes the vessel's permanent hose connections at the discharge port and is delivered in Port Louis.</p>
20.	Laytime	<p>82 hours of laytime for discharging a cargo of 30,000 metric tons of Fuel Oil, or pro-rata for smaller or larger quantities.</p> <p>Laytime shall start to count:</p> <p>1. In case of the vessel having tendered NOR within the three days agreed discharge laycan, 6 hours after NOR is tendered, even if notice time is used.</p>

		<p>2. In case of the vessel arriving outside the three days agreed discharge laycan, upon commencement of discharge or 6 hours after NOR, whichever is later.</p> <p>The laytime shall end upon disconnection of hoses.</p>
21.	Vessel Nomination	<p>The vessel should be acceptable to VIVO marine vetting system and should not be older than 15 years at time of vetting.</p> <p>The nominated carrier vessel shall have a valid SIRE Inspection. Cargoes of FO shall be shipped in double hull vessels only.</p>
22.	Demurrage	<p>For all time used in excess of allowed laytime, demurrage shall be paid per running hour or pro-rata part thereof by STC to Supplier at the rate quoted by the Supplier and shall not exceed USD 36,000 Per Day Pro-Rata (PDPR) or Charter Party rate, whichever is lower.</p>
23.	Law	<p>The Law of the Republic of Mauritius shall apply.</p>
24.	Sanction	<p>The Bidder/Supplier shall be excluded if by an act of compliance with a decision of the United Nations Security Council taken under Chapter VII of the Charter of the United Nations, Republic of Mauritius prohibits any import of goods or contracting of Works or services from a country where it is based or any payment to persons or entities in that country. A bidder/supplier shall also be excluded in case any dealing with that bidder/supplier would expose Republic of Mauritius to any sanction, prohibition or restriction under United Nations resolutions or the trade or economic sanctions, laws or regulations of the European Union, United Kingdom or United States of America.</p>
25.	Supply of Contaminated Products	<p>Should the supplier deliver or discharge contaminated and/or off-specifications products, the supplier shall at its own costs take back the contaminated and/or off-specifications products and supply conforming products within 10 days, at no extra costs to the STC. The supplier shall also clean up any facilities in Mauritius that may have been contaminated still at the supplier's expense. The supplier shall bear all costs associated with the supply of contaminated products and any costs claimed to STC in association with product supplied not meeting STC's specifications.</p> <p>The STC shall not effect payment for the contaminated and/or off-specification products. The STC equally reserves the right not to effect payment for the clean/ on-specification product(s) from the vessel chartered by the supplier, used to clear the contaminated pipeline/tanks, if required.</p> <p>Any loss of or damage to the Product, any property of the STC or of any other person during unloading caused by Performing Vessel's/ it's officer's or crew's fault, shall, as between the Parties hereto, be borne by the Supplier</p>
26.	Validity of Offer	<p>Up to 16 March 2026</p>
27.	STC's Rights	<p>The STC reserves the right, without incurring any liability to Bidders, to accept or reject any bid, and to annul this exercise and reject all bids at any time prior to contract award.</p>

28.	Evaluation Criteria	<p>The following criteria shall be considered in determining the responsiveness of bids:</p> <p>(i) Past experience of the Bidder in the shipment and delivery of Fuel Oil, that is, the Bidder must have at least last 3 years of experience in the shipment and delivery of Fuel Oil.</p> <p>(ii) Capability of Bidder to deliver Fuel Oil to the STC, that is, the Bidder must have exported at least 300,000 metric tons of Fuel Oil with a tolerance of - 5% on a yearly basis during the last 3 years.</p> <p>(iii) Total Premiums Quoted for HSFO 180 CC, HSFO 180 SR and HSFO 380 SR in STC's Quotation Form</p> <p>Bidders to submit documentary evidence duly signed by authorised person of the company for part (i) and (ii) above.</p>
29.	Signature of Authorised Person and Seal of Company	<p>Name of Authorised Person:</p> <p>Signature:</p> <p>Seal of Company:</p>