



Ministry of Energy and Water
Tripoli and Zahrani Oil Installations
Directorate General of Oil

Reference No. : 775/M/T

Date : 1st September 2022

Subject: Amendment on Spot Tender ref. 754/M/T dd. 29th August 2022 re Diesel Oil 10 ppm Cargo for September 2022

With reference to the Diesel Oil 10 ppm Spot Cargo(es), the Oil Installations in Tripoli and Zahrani of Lebanon (LOI) is seeking to purchase a quantity of 30,000.- MT +/-5% in (1) lot to be delivered (DAP) to Oil Installations in Tripoli and/or Zahrani as per the Spot Cargo Terms and Conditions 10 ppm ULSD - under ref. no. 1030/M/T dd. 23rd December 2021 as published on the websites www.dgo.gov.lb

Amendment on the Delivery Window for MT 30,000.- +/- 5% and extension of submission deadline

The offer for the Delivery Window (30 September - 5 October 2022) is to be sent by Wednesday 14th September 2022 before 14:30 hours (Beirut Local Time) in PDF Format password encrypted file to the here-below; followed by another separate Email containing the access password at 15:30 hours (Beirut Local Time) same deadline date. The validity of the offer for the above Delivery Window should remain valid till Thursday 15th September 2022 at 14:00 hours (Beirut Local Time).

Submission of offers:

Submission of the offer is to be sent via Email to the following:

- Official Oil Installations Email address (tenders-oilinst@dgo.gov.lb)
- Official Directorate General of Oil Email address (info@dgo.gov.lb)
- (CC) to the Minister's official office email address (minister@energyandwater.gov.lb)

Notification:

The awarded bidder will be notified by email before the end of each offer validity.

Eng. Aurore Feghaly



Director General of Oil



Spot Cargo Terms & Conditions 10 ppm ULSD

TEST METHOD	PROPERTY	LIMITS
D-93	Flash Point Pensky Martens, °C	Min 55
D-2709	Water and sediment by centrifuge, % vol	Max 0.05
IP- 309	Cold filter plugging point, °C	¹Max -5 ²Max 0
D-86	Distillation at 760 mmHg Recovered at 250C, vol % Recovered at 350C, vol % Recovered at 370C, vol %	Max 65 Min 85 Min 95
D-445	Kinematic Viscosity at 40 °C, cSt	Min 2.00 Max 4.50
	Color	Light Yellow
D-482	Ash, % mass	Max 0.01
D-5453	Sulfur, PPM	Max 10
D-130	Corrosion Copper strip (3 hours at 50°C)	Max 1
D-613	Cetane Number	Min 49
D-976 or D-4737	Cetane Index	Min 46
D-524	Ramsbottom Carbon residue (on 10% residuum), % wt	Max 0.3
D4052	Density, kg/m ³	820-845
D-2274	Oxidation Stability, g/m ³	Max 25
EN-14078	FAME, vol%	Max 7

1- Winter: November-March Inclusive

2- Summer: April-October Inclusive



Product:

Diesel (ULSD) as per latest Lebanese Specifications

Country of Origin

Origin of goods can be from any origin except Israel

Payment: To be made by Irrevocable, Confirmed Letter of Credit, as per attached wording (Seller's bank charges and Confirmation fees are on seller's account).

Taxes, Royalties and Duties:

All taxes, royalties and duties imposed, levied, or derived from the bid in Lebanon shall be for the account of the Seller, including the stamp fees:

- 0.004 (4 per 1,000) () of the estimated value of the tender (quantity increased by 10% x price based on latest Platt's quotation available), payable on the registration of the bid at the Lebanese Ministry of Finance within 5 working days following the letter advised by the LOI .
- 0.004 (4 per 1,000) of the final amount of the invoice to be deducted from the letter of credit.

Inspection at Port(s)/Berth(s) of Discharge:

- The Ministry of Energy and Water – Oil Installations in Tripoli and Zahrani will nominate one or more independent inspection companies in order to survey the determination of quantity, quality and specifications compliance at Discharge Port(s)/Berth(s).
- Samples withdrawal and ullage measurements for Diesel Oil and free water content will be taken manually only. The Seller commits to inform the relevant authorities of the approval of opening of the tank's hatches.
- Composite samples are to be analyzed in any of two of the following three laboratories: Oil Installations in Tripoli, Oil Installations in Zahrani, or the Central Oil Laboratory in Beirut, as per the Lebanese Ministry of Energy and Water regulations, working on a schedule of 24 hours a day and seven days a week. Their results will be transmitted to the Seller.
- Costs and fees of inspection and analysis will be on Seller's account.
- The results will be considered as final and binding for both parties, preventing fraud and manifest error, unless Seller requests within two (2) working days after receipt of the results, that a second sampling and analysis take place.
- If a second sampling and analysis is requested by Seller, the Ministry of Energy and Water –Oil Installations in Tripoli and Zahrani will request from one (or more) independent inspection companies to survey a new quality determination of a new product sample. The Ministry of Energy and Water – Oil Installations in Tripoli and Zahrani will also appoint one (or more) laboratory in order to proceed with the analysis of the new samples. The



results of this analysis will be communicated to the Seller and considered as final and binding for both parties, preventing fraud and manifest error. The cost and fees of the second inspection and analysis will also be on the Seller's account.

Quality determination

- Quality is to be confirmed at the port(s)/berth(s) of discharge by the nominated inspection company (in addition to the analysis of the vessel's composite sample taken on its arrival).
- If the results of the analysis conclude that the cargo does not meet the required specifications, Buyer has the option to reject the cargo and claim from the Seller the payment of damage(s) caused by this event, including but not limited to analysis expenses at discharge port(s)/berth(s) and L/C expenses. Buyer can also, at its discretion, demand delivery of a substitute cargo at the earliest date, to be agreed upon by both parties. Seller shall compensate Buyer by paying a penalty of 15,000 USD per day until arrival of the substitute cargo up to a maximum of 150,000 USD.
- Price calculation shall be made on the basis of escalation/de-escalation basis density of 0,845.
- Buyer will not be liable for any of the Seller's expenses, vessel expenses, inspection and analysis expenses, L/C expenses, or any expenses of whatsoever kind in case a cargo is rejected.
- The Seller shall bear full responsibility in case of bacteria presence in the product at or after receipt in shore tanks.
- The maximum accepted result for ASTM Color as per Method ASTM D1500 is 2.5 before product dying and as per Oil Installations in Tripoli or Oil installation in Zahrani Labs based on a non-dyed sample, the lab results shall be submitted to the nominated inspection company on a separate results sheet without any modifications to the official results sheet.
In case the results exceeded 2.5 or the product was dyed at manufacturing point and cannot be tested for ASTM Color, the Seller has to pay a penalty of 1 USD per metric ton received in shore tanks by wire transfer to Buyer's account without any alteration to L/C Terms and Conditions.

Quantity determination

- Net outturn quantity in Metric Tons due is the net in air quantity received in shore tanks at port(s)/berth(s) of discharge as confirmed by the inspection company by applying density shown in the laboratory analysis and by assessing the receiving shore tanks 8 hours after discharging.
- Actual water and sediment content percentages shown by the analysis results at discharge port(s) / berth(s) will be deducted from the quantity due to the conversion of volumes from actual temperature to standard temperature is based on the latest tables' available (ASTM table "54-B").



Nomination of vessel and special conditions

Vessel is to be nominated by seller. Buyer's approval of the vessel shall not be unreasonably withheld. The Buyer can reject a vessel nominated but the vessel shall not be unreasonably rejected. Vessel must not be on Arab boycott list and must not be calling (or have called) at any Israeli port during her voyage. The Vessel nomination shall include the following information:

vessel name and specifications

port of loading

Laycan

approximate quantity to be loaded

estimated time of arrival to the Lebanese territorial waters

Charter-party details including daily demurrage

Certificate of Registration

Classification Records

Before start discharging and after completion of the Diesel cargo, ship must open the sea chest valve to flush the cargo line by sea water for at least 45 minutes. This is to be agreed by charter party.

Seller has to submit 90 days after B/L date a Certificate issued by the carrier confirming that the vessel is not Israeli and is not calling at any Israeli ports during her voyage. And in case of late receipt of this Certificate, a penalty shall apply from the period starting 90 days after B/L date and ending on date of remittance of document. Interests will be calculated at a rate of 9% p.a.

Laytime of Cargo

- Laytime is 36 hours SHINC and will start counting after NOR tendered at first discharge port or from all fast, whichever occurs first, plus 6 hours and will end counting after disconnection of discharging hoses at last discharge port.
- Time not to count:
 - On bad weather conditions.
 - When spent on new analysis requested by Seller.
 - If due to unsatisfactory performance of the vessel during discharge
 - As result of force majeure.
- In case the discharge time exceeded (36 hrs + 6 hrs – time not to count) the buyer has to pay the demurrage claim for the time exceeded as per the Demurrage Clause of his contract.

Notifications

Bill of lading date for the cargo should be communicated to Buyer by fax and email(s) to operations-oilinst@dgo.gov.lb and tenders-oilinst@dgo.gov.lb to be



sent latest on the next working day (in country of loading) immediately following B/L date, at 12.00 hrs noon time (country of loading time). This notification shall also include:

- quantity loaded
- approximate price per metric ton based on the last publication of Platt's European Market Scan available on the date of notification
- expected time of arrival (ETA) in Lebanon
- ETA messages shall also be sent 72 / 48 / 24 / 12 hours before vessels arrival to discharging port(s).
- Any ETA variation more than 2 hours within 24 hours of arrival to discharge port should be reported to the port authority and/or receivers.

Demurrage

Demurrage that is due on Buyer, if any, will be paid on a pro rata basis as per vessel's charter party rate to be informed to the Buyer at the time of vessel nomination, with a maximum of US\$ 18,000 (eighteen thousand U.S. Dollars) per day.

Pricing:

The unit price per metric ton, basis DAP at one discharge port/berth, will be equivalent to the average of the mean of Eleven Quotations for 10 ppm ULSD as published in Platt's European Market scan of Mediterranean cargoes under the heading "FOB Med (Italy)" being the B/L date, **Five consecutive quotations preceding B/L date and Five consecutive quotations** following B/L date (or six consecutive quotations following B/L date if no quotation is available on B/L date) plus a premium / minus a discount of US \$/MT In case Buyer requests discharge at a second additional port/berth, the unit price of the bid will **be increased by US\$ 0.5 per metric ton.**

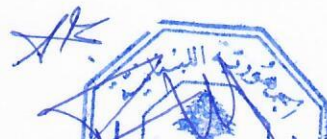
Delivery Delay / (Liquidated Damages)

In the event of delay to supply the Product within the delivery window advised by the buyer; the seller shall pay the buyer for each late delivery, a penalty of US \$ 15,000.- (US Dollars Fifteen Thousand Only) per day of delay, starting the day after the end of the laycan (delivery window) and up to 10 calendar days and up-to US\$ 150,000.- (US Dollars One Hundred Fifty Thousand Only); on the eleventh day the seller shall be deemed to have defaulted.

The time of delay to be considered is from the latest day of laycan (delivery Window) and upon vessel berthing as stated by the statement of facts document advised by the ship agent.

This shall apply unless the Seller can prove that such delay to supply the cargo(es) is due to a force majeure event.

Delivery Default shall be deemed to have occurred if the Seller's vessel does not tender notice of readiness (NOR) at the first port of discharge (Zahrani or



Tripoli Terminal) within 10 (Ten) calendar days after the last day of the agreed laycan.

In such case, the Buyer will reserve its rights to cancel the concerned cargo without any liability whatsoever to the seller and to purchase the required quantity from other sources without any prior written notice and without need to obtain judicial order.

Force Majeure:

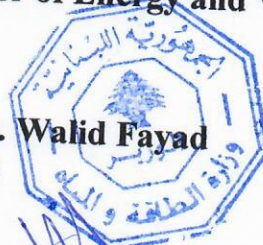
- If the performance by either Party hereto of its respective obligations under this Agreement is delayed, or totally or partially handicapped by Acts of Force Majeure according to the definition of the International Chamber of Commerce including (but without limiting the generality of the foregoing) declared or undeclared war, sabotage, blockade, revolution, civil disturbance, embargo, international sanctions, trade restrictions, decisions by any government or governmental or civil authority, strike, go-slows, lockout or other labor dispute, riot or disorder, Acts of God, fire, floods, earthquakes, storms, terrorism, acts or attempted acts of piracy, tides or tidal waves, explosions, accidents, radiation, or diseases, Such party shall be released of the execution of the delayed or prevented obligations caused by such occurrence without liability on them of any kind.
- Each Party shall use its utmost efforts to minimize the duration and consequences of any failure of or delay in performance resulting from force majeure.
- The party rendered unable to perform due to the above force majeure, shall promptly notify the other party in writing, with the beginning date, the circumstances of the force majeure occurrence, and its end date, together with the supporting documents.

Award of Prompt Cargo(es):

Lowest bid proposal meeting best requirements conditions.

Minister of Energy and Water

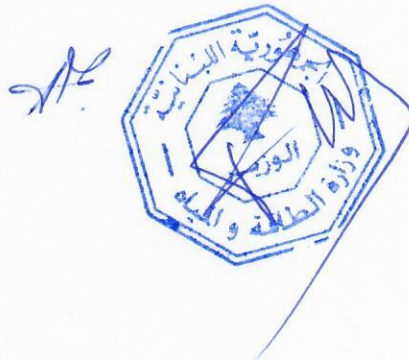
Dr. Walid Fayad



N.B: - Terminal requirements are attached.
- Letter of credit format are attached

OIL INSTALLATIONS IN TRIPOLI
TERMINAL REQUIREMENTS FOR PRODUCT DELIVERY VESSEL

1. The discharge berth is an open sea berth. C.B.M.
2. Vessel to be able to keep 25% of its deadweight as ballast and be ready to move under her own power at all times.
3. Vessel's length not to be less than **600 Feet**.
4. Vessel to be equipped with centrifugal pumps capable of maintaining a steady manifold ship's pressure of **120 PSI (8, 4 KGS / CM2)**
5. Maximum draught loaded **60 Feet**.
6. Seven tons derrick SWL.
7. Eight mooring ropes **120 fathoms each**.
8. Port and starboard anchors to have a minimum of ten shackles each.
9. Midship connections (**Portside 1 x 12 " inch 150 ASA)**.
10. Pumping is against a head of **300 Feet**.
11. Cargoes loaded on top of slops are not acceptable and an appropriate Dry and Clean Certificate to be issued by loading terminal.



OIL INSTALLATIONS IN ZAHRANI ZAHRANI PORT REGULATIONS

Zahrani Terminal is an open sea berth; only one berth in operation.
Berth # 2; only Motor Tankers are accepted.

TANKERS SIZES & CARGO LIMITATIONS

Winter Season: (From November 15 Till April 30)

Tankers arriving to Oil Installations in Zahrani to Discharge its Cargo, Their D.W.T. Must Not Exceed 80.000 Tons & Carrying a Maximum Cargo of 50.000 Tons .

- a) Maximum Draft on Her Arrival 38 Feet Even keel .
- b) Tanker's Manifold must be located at a Distance Not Exceeding 435 Feet from the Stern.

Summer Season: (from May 1 Till November 15)

Tankers Arrive to Oil Installations in Zahrani discharge its Cargo. Their D.W.T. Maximum 100.000 Tons & carrying a Maximum Cargo of 60.000 Tons. Also Maximum 40 Feet even keel.

TANKERS REQUIREMENTS

- 1) Tankers Must Have S.B.T. (Segregated Ballast Tank)
Or she Can Discharge Her Cargo & Take Ballast Simultaneously Without Any Contamination. As Per IMO Regulation, Quantity of Ballast 1/3 of her Deadweight.
- 2) Tankers Over 60.000 Tons, Must Have 12 European Anchors on Each Bow.
- 3) Tanker Must Have on Her Port Side Manifold a 10 Tons Derrick .
- 4) Connection on port Side Manifold one Hose Diameter 12 Inch A.S.A.
- 5) The Vessel Must Have Enough Deckcrew (Minimum 7 Seamen) to Handle & Fasten The Tanker in a proper & Safe Manner .
- 6) Tankers Must Be Equipped With Centrifugal Pumps & to Reach a Pressure At Ship's Manifold of 7.5 KG/ Cm2 During Unloading Operation .



- 7) Tankers Carrying Fuel Oil Cargo Must be Able to Heat Up The Cargo To a Temperature Between 125 F (50 C) & 150 F (65 C) Maximum.
- 8) Reciprocated Pumps Are Rejected > During This Operation May Cause The Hoses To Float & Buckle.

ZAHRANI MOORING SYSTEM

Refer to The sketch attached To The Port Regulations:

Berth #2 IS An open Sea Berth .It IS AN M.B.M. (Multiple Buoys Mooring) 7 Cylindrical Buoys .

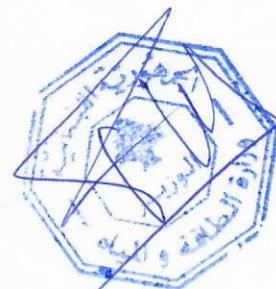
Tankers Must Be Equipped With The Following Mooring Systems.

- 1) A winch in Front of The Bridge Aft To Heave Up No. 1 & 7 Mooring Ropes which Are The Beam Ropes .
- 2) Must have Minimum (12) Good Ropes, Proper Size & Standard Length 120 Fathoms Each.
- 3) Poop Mooring
 - a) 2 Winches with Wires
 - b) 5 Bitts

N.B.

- 1) No Overage Tankers are accepted At Z .O. Inst Tankers Over 20 Years are rejected.
- 2) No **O.B.O.** (Oil Bulk Ore) Accepted At Z .O. Inst .

Handwritten signature



Ministry of Energy and Water
General Directorate of Oil
Tripoli and Zahrani Oil Installations
The Minister



Letter Of Credit

- Opening Bank: Banque du Liban

Receiver Bank (Confirming Bank): As advised by BDL.

Advising Bank:

Swift Code:

IBAN:

Favour:

Address:

Plot No.:

Date and place of expiry: .../.../2022, (as advised by BDL)

Beneficiaries:

- For an amount not exceeding USD
- Available with **(as Advised by BDL)** at sight.
- Loading on board M/T "TBN" or substitute from any port.
- For delivery to one or two ports/berths out of Tripoli Oil Installations, and Zahrani Oil Installations.
- Latest date of first delivery in Lebanon (NOR Tendered):.../.../2022.
- Description of goods: **aboutMetric tons** (i.e. up to 10% more or less) of Diesel oil 10 ppm according to the following specifications:

TEST METHOD	PROPERTY	LIMITS
D-93	Flash Point Pensky Martens, °C	Min 55
D-2709	Water and sediment by centrifuge, % vol	Max 0.05
IP- 309	Cold filter plugging point, °C	¹ Max -5 ² Max 0
D-86	Distillation at 760 mmHg Recovered at 250C, vol % Recovered at 350C, vol % Recovered at 370C, vol %	Max 65 Min 85 Min 95



D-445	Kinematic Viscosity at 40 °C, cSt	Min 2.00 Max 4.50
	Color	Light Yellow
D-482	Ash, % mass	Max 0.01
D-5453	Sulfur, PPM	Max 10
D-130	Corrosion Copper strip (3 hours at 50°C)	Max 1
D-613	Cetane Number	Min 49
D-976 or D-4737	Cetane Index	Min 46
D-524	Ramsbottom Carbon residue (on 10% residuum), % wt	Max 0.3
D4052	Density, kg/m³	820-845
D-2274	Oxidation Stability, g/m³	Max 25
EN-14078	FAME, vol%	Max 7

1. Winter: November-March Inclusive

2- Summer: April-October Inclusive

- At a unit price per metric tons **DAP AT ONE OF THE ABOVE-MENTIONED DISCHARGE PORTS/BERTHS** equivalent to the average of the means of **Eleven** one quotations for **10 ppm ULSD** as published in Platt's European Marketscan under the heading "FOB Med (Italy)" being B/L date, **Five** consecutive quotations preceding B/L date and **Five** consecutive quotations following B/L date (or **Six** consecutive quotations following B/L date if no quotation is available on B/L date) **plus a premium of US \$ USD** per metric ton, **as per outturn quantity net (without sediment and water) in air received in shore tanks.**
- In case Buyer requests discharge at one additional port/berth, over and above the first discharge port, the unit price of the bid will be increased by USD 0.5 per metric ton.
- In case the actual density at 15 deg C is **different from 0.845 (845 kg/m³)**, the final price (FP), will **escalate/de-escalate** with the actual density at 15 deg C against the reference density of 0.845 (**air/air or vac/vac**) at 15 deg C, always consistent with net quantity received.
i.e. $FP = (0.845/\text{actual density}) \times (\text{average 11 platt's quotations as above} + \text{premium})$
As per **Incoterms 2010** and subsequent amendments, unless otherwise agreed upon.

Reference bidM/T dated ... /.../2021.

- Partial deliveries are allowed.
- Documents required:
 1. Commercial invoice in one original and five copies duly signed bearing the following statement: "we certify that this invoice is authentic and the only one issued by us for the goods described herein, that it shows their exact value without any deduction or advance payment, and that their origin is ...".
A copy of the Platt's European Markestcan publication for 10ppm ULSD under the heading "FOB Med Italy" showing the quotation on B/L date, **Five** consecutive quotations preceding B/L date and **Five** consecutive quotations following B/L date (or **Six** consecutive quotations following B/L date if no quotation is available on B/L date) must be attached to the invoice.
 2. Certificate of origin issued or countersigned by the Chamber of Commerce



3. Full set of original Bill of lading, showing notation "clean on board", duly dated and signed by the master or his agent, endorsed to the order of "The Ministry of Energy and Water – Tripoli and Zahrani Oil installations - Lebanon", marked "freight prepaid". Charter party B/L is acceptable. B/L marked "freight payable as per charter party" is acceptable.
4. Time sheet (or "Statement of facts") at port of loading duly signed and stamped by the master of the vessel or his agent and an independent inspection company.
5. Report issued by the independent inspection company (or companies) assigned by the Ministry of Energy and Water – Tripoli and Zahrani Oil Installations confirming that the goods are in accordance with the specifications mentioned in this letter of credit and have been discharged in (delivery places). The report must indicate time of NOR, time of discharge (starting and completion) at each discharge port(s)/berth(s), the outturn quantities in Metric tons net in air received at shore tank(s) and the detailed specifications of the cargo as ascertained at discharge port(s). If one or more tests are not available in Tripoli **and/or** Zahrani Oil Installations Laboratories, it should be indicated as Not Available.

In case documents number 2, 3 and 4 are not available at time of negotiation of documents, Beneficiary shall present a copy of document No. 1 (Email/Fax/Photocopy acceptable), A copy of document No.3 (Non-Negotiable/Non-Endorsed copy is acceptable, Email/Fax/Photocopy acceptable) and a copy of Document No.5 (Email/ Fax/ Photocopy acceptable) together with a letter of indemnity (Email/ Fax/ Photocopy acceptable) worded as follows:

QUOTE

To: Ministry of Energy and Water – Tripoli and Zahrani Oil Installations, Beirut, Lebanon

*Ref: **Bid agreement Number** ... dated ... signed between and The Ministry of Energy and Water – Tripoli and Zahrani Oil Installations, Beirut, Lebanon*

We, ... (name & address), referring to a cargo of ... MT of 10 ppm Diesel oil loaded on board vessel ... pursuant to Bill of lading number dated and delivered to Lebanon hereby expressly warrant that we have marketable title to the goods, and that we have the full right and authority to transfer such title to you and to effect delivery of the said cargo and to protect, indemnify and hold you harmless from any and all damages, costs and expenses (including reasonable Attorney fees) which you may suffer by reason of the Bills of Lading and other shipping documents remaining outstanding, including but not limited to, any claims and demands which may be made by a holder or transferee of the original Bills of Lading and other original shipping documents or by any third party claiming an interest in the cargo or the proceeds thereof.

And hereby irrevocably undertake to remit directly to the Ministry of Energy & Water – Tripoli & Zahrani Oil Installations, latest 90 days after B/L date, the following documents:

1. *Certificate of origin issued or countersigned by the Chamber of Commerce*
2. *Full set of original Bill of lading, showing notation "clean on board", duly dated and signed by the master or his agent, endorsed to the order of "The Ministry of Energy and Water – Tripoli and Zahrani Oil Installations - Lebanon", marked "freight prepaid". Charter party B/L is acceptable. B/L marked "freight payable as per charter party" is acceptable.*
3. *Time sheet (or "Statement of facts") at port of loading duly signed and stamped by the master of the vessel or his agent and an independent inspection company.*



In case the documents 1 and 2 are not remitted to you latest 90 days after B/L date, we hereby irrevocably undertake to pay you interests on the amount that shall be paid as per letter of credit number ...dated ... issued by Banque du Liban, for the period starting on actual date of payment of the said amount and ending on date of remittance of the documents listed above. Interests will be calculated at a rate of 9% p.a.

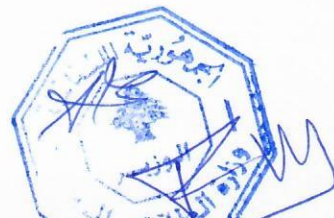
In case the document 3 is not remitted to you latest 90 days after B/L date, we hereby irrevocably undertake to pay you interests on the amount that shall be paid as per letter of credit number ...dated ... issued by Banque du Liban, from the period starting 90 days after B/L date and ending on date of remittance of the document listed above. Interests will be calculated at a rate of 9% p.a , Up to a maximum amount of /2.250.000 USD/ (Two Million Two Hundred fifty thousand Dollars).

*Date and signature
(The beneficiaries)*

UNQUOTE

Additional conditions

- Stamp fees of 0.4% will be deducted from each amount paid by the means of this letter of credit.
- B/L(s) showing any Port of discharge/destination/delivery within Lebanon are acceptable.
- Water and sediment content percentage shown by the analysis results at discharge port(s) will be deducted from the quantity due.
- Insurance: covered by beneficiaries
- Except as otherwise herein stated, all documents must be issued at least in one original and one copy.
- Transport documents showing a name of third party as shipper are acceptable.
- Any alteration or correction of whatsoever nature on any of the documents required under this credit must bear an authentication stamp on the same signatory of the document and such authentication must indicate the following words "correction approved", the name of the signatory, the name of the issuer and then the signature of the signatory/issuer.
- The value of the letter of credit shall increase or decrease in accordance with the Platt's quotations fluctuation by way of a further amendment to this L/C and to be advised by "Banque du Liban" – Beirut if and when amendment is received by them.
- The letter of credit is irrevocable and confirmed.
- Documents presented later than 21 days after B/L date but within L/C validity are acceptable.
- Invoice not showing deduction of water and sediment content percentage from the quantity due is acceptable.
- Report issued by the independent inspection company (or companies) assigned by the Ministry of Energy and Water-Tripoli and Zahrani Oil Installations showing the result of one or more tests as " N/A " is acceptable.
- B/L evidencing goods description as "Gasoil" &/or "Gasoil 10 PPM" &/or "ULSD with Sulphur 10 PPM" is acceptable.
- Transport Documents evidencing different port of Discharge or destination within Lebanon are acceptable.
- Any document showing quantity different from the bill of lading is acceptable without discrepancy.
- Partial and multiple drawings / shipments are acceptable.
- Confirmations Instructions: CONFIRM.



- All bank charges and commissions of opening bank are for openers account. All other bank charges and commissions outside Lebanon including confirmation charges, if any, are for beneficiaries account.
- Documents showing goods description as "ULSD 10 PPM" and/or "ULTRA LOW SULPHUR DIESEL (ULSD)" is acceptable.
- Except as otherwise herein expressly indicated, this documentary credit is subject to the ICC UCP for Documentary Credits, 2010 Revision "UCP600" and ISBP No. 745E, 2013 Revision for UCP 600.

As collateral, we authorize you to debit our LB account number 0101725061121 IBAN: LB29 0999 0000 0001 0017 2506 1121 held in your books to cover the credit amount and all your charges incurred.

Information to Banque du Liban not forming an integral part of the issuance of the credit:

Trade register number of the beneficiary in

Minister of Energy and Water

AK

Dr. Walid Fayad



[Large handwritten signature in blue ink]