



বাংলাদেশ শিপিং কর্পোরেশন Bangladesh Shipping Corporation

(An Enterprise of the Government of the People's Republic of Bangladesh Established Under President's Order No. 10 of 1972)

TENDER REF: 18.16.0000.373.01.065(06).26-27; COMC-001, DATED: 05-10-2026

TENDER SCHEDULE

INTERNATIONAL LIMITED FREIGHT TENDER FOR TRANSPORTATION OF 1,00,000 MT(+/-10% SUPPLIER'S OPTION) MURBAN CRUDE OIL LIFTING LAY-CAN 01-03 NOVEMBER, 2026 FROM FUJAIRAH, ADNOC, UAE TO CHATTOGRAM, BANGLADESH A/C BPC.

PLEASE OFFER FIRM FOR TRANSPORTATION OF 1,00,000 MT (+/- 10% SUPPLIER'S OPTION) MURBAN CRUDE OIL FROM **FUJAIRAH, ADNOC, UAE**, UAE TO CHATTOGRAM, BANGLADESH ON ACCOUNT OF BANGLADESH PETROLEUM CORPORATION (BPC) AS PER FOLLOWING TERMS AND CONDITIONS:-

1. MINISTRY : MINISTRY OF ENERGY AND MINERAL RESOURCES DIVISION.
2. PROCURING ENTITY & CHARTERERS: BANGLADESH PETROLEUM CORPORATION (BPCat "BSC TOWER" (22nd floor), Plot No. 2 & 3, Rajuk Avenue, Dainik Bangla Circle, Motijheel C/A, Dhaka-1000. E-MAIL: gm_com_bpc@yahoo.com.
3. CHARTERERS AGENTS : BANGLADESH SHIPPING CORPORATION (BSC),
BSC BHABAN, SOLTGOLA ROAD
CHATTOGRAM-4100, BANGLADESH.
E-MAIL: gm-cht@bsc.gov.bd.
4. CONSIGNOR/SHIPPER : ABUDHABI NATIONAL OIL COMPANY (ADNOC)
JEBELDHANA, ABUDHABI.
E-MAIL: msalfalasi@adnoc.ae,
wn.ccd@adnoc.ae,
aalshamsi3@adnoc.ae.
5. CARGO : MURBAN CRUDE OIL.
6. TOTAL QUANTITY : 1,00,000.00 MT(+/-10% SUPPLIER'S OPTION)
7. LOAD PORT : 1/2 SAFE BERTH(S) 1 SAFE PORT **FUJAIRAH, ADNOC, ABUDHABI.**
8. LAY-CAN : **01-03 NOVEMBER, 2026**
9. DISCHARGE PORT : 1/2 SAFE ANCHORAGE(S)/PLACE(S), CHATTOGRAM INCLUDING KUTUBDIA ANCHORAGE.
10. TOTAL LAYTIME : 264 RUNNING HOURS FOR UP TO 105,000 METRIC TONS CARGO QUANTITY. HOWEVER FOR MORE CARGO QUANTITY, LAY-TIME TO BE INCREASED PROPORTIONATELY.
11. **OWNER AND/OR THEIR NOMINATED AGENT SHALL ENSURE TO PROVIDE DISCHARGE PORT SOF (DRAFT) TO BANGLADESH SHIPPING CORPORATION (BSC) FOR REVIEW AND THE COUNTER SIGN BY BSC REPRESENTATIVE IN DISCHARGE PORT SOF IS MANDATORY. OTHERWISE THE SOF WILL BE TREATED AS INVALID.**
12. DEMURRAGE/DESPATCH: USD. 10,000.00/ USD. 5,000.00 PER DAY OR PRORATA ONLY PER DAY OR PRORATA. DEMURRAGE / DESPATCH CLAIM IF ANY TO BE PROCESSED / SETTLED WITHIN 30 DAYS FROM THE DATE OF SAILING OF VESSEL FROM DISCHARGING PORT. DEMURRAGE CLAIM TO BE SUBMITTED TO THE CHARTERER'S AGENT (BSC) WITHIN 30 DAYS FROM THE DATE OF SAILING OF VESSEL FROM DISCHARGING PORT, FAILING OF WHICH ANY CLAIM WILL BE CONSIDERED AS NULL AND VOID.



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13. **ADDRESS COMMISSION: 2.5% (TWO POINT FIVE PERCENT) ADDRESS COMMISSION TO BANGLADESH SHIPPING CORPORATION ON GROSS FREIGHT, DEAD FREIGHT AND DEMURRAGE (IF ANY) IS PAYABLE BY THE OWNERS. SUCH ADDRESS COMMISSION SHALL BE REMITTED BY THE OWNERS VIA WIRE TRANSFER UPON PRESENTATION OF AN ADDRESS COMMISSION INVOICE FROM BANGLADESH SHIPPING CORPORATION.**
14. OWNER'S AUTHORIZATION: OWNER'S AUTHORIZATION MUST BE SUBMITTED ALONGWITH THE OFFER.
15. VESSEL'S: OFFERED VESSELS MUST BE DOUBLE-HULL TANKERS WHICH TO BE MENTIONED IN THE OFFERS.
16. SUBSTITUTE VESSEL: IF THE OFFERED VESSEL IS NOT ACCEPTED BY THE SUPPLIERS, OWNERS TO NOMINATE SUBSTITUTE VESSEL WITH SAME OFFERED RATE AND TERMS & CONDITIONS OF TENDER. IF OWNERS FAIL TO NOMINATE SUITABLE SUBSTITUTE VESSEL THE BID BOND MONEY OF THE RESPECTIVE OFFER WILL BE FORFEITED AND THE OFFERED VESSEL WILL BE BLACK LISTED FOR FUTURE TENDERS.
17. FLAG : EXCLUDING ISRAEL.
18. TENDER SECURITY: TENDER SECURITY FOR AN AMOUNT OF **USD. 73,290.00 (UNITED STATE DOLLAR SEVENTY THREE THOUSAND TWO HUNDRED NINETY)** OR EQUIVALENT **BANGLADESH CURRENCY TK. 90,00,000/- (BDT NINETY LAC ONLY)** IN THE FORM OF PAY ORDER, DEMAND DRAFT OR BANK GUARANTEE (AS PER BSC'S FORMAT) FROM ANY SCHEDULED BANK IN BANGLADESH TO BE SUBMITTED IN FAVOUR OF BANGLADESH SHIPPING CORPORATION ALONG WITH OFFER. THE BANK GUARANTEE SHALL REMAIN VALID FOR A PERIOD OF **30 (THIRTY)** CALENDAR DAYS FROM THE DATE OF OPENING OF THE TENDER. THE BID SECURITY SHALL GUARANTEE EXECUTION OF CHARTER PARTY AGREEMENT AND FURNISHING OF A PERFORMANCE SECURITY/ GUARANTEE BY THE PRINCIPAL. THOSE OFFERS WHICH ARE NOT ACCOMPANIED WITH AN ACCEPTABLE BID SECURITY SHALL BE CONSIDERED AS NON- RESPONSIVE AND SHALL BE REJECTED. NO BID SECURITY SHALL BE ACCEPTED AT THE TIME OF OPENING OF TENDERS. THE TENDER SECURITY IS REFUNDABLE. HOWEVER, THE SAME WILL BE RETURNED TO SUCCESSFUL BIDDER ON SUBMISSION OF PERFORMANCE GUARANTEE BY THE PRINCIPAL.
19. PERFORMANCE GUARANTEE : 10% (TEN PERCENT) PERFORMANCE GUARANTEE (IN US DOLLAR) ON 100% GROSS FREIGHT [IN ACCORDANCE WITH THE RULE 27(2) OF PPR-2008, IF TEC OF IMCC FEELS THAT THERE IS ANY IMBALANCING NATURE IN ANY BIDDER, PERFORMANCE GUARANTEE VALUE CAN BE EXTENDED 10% TO 25% COMPLYING WITH THE MENTIONED RULE OF PPR-2008] TO BE SUBMITTED BY OWNERS TO BANGLADESH SHIPPING CORPORATION, CHATTOGRAM THROUGH ANY SCHEDULED BANK IN BANGLADESH WITHIN 03 BANKING DAYS AFTER AWARDING THE BUSINESS AND BEFORE SIGNING OF C/P AS PER BANGLADESH SHIPPING CORPORATION'S PROFORMA. THE GUARANTEE WILL BE RELEASED AFTER COMPLETION OF DISCHARGE OF CARGO AT CHATTOGRAM. VALIDITY OF THE PERFORMANCE GUARANTEE SHOULD BE MINIMUM 60 (SIXTY) DAYS. IF THE SUCCESSFUL BIDDER FAILS TO COMPLY WITH THE TERMS & CONDITIONS OF TENDER/ NOA/ CP/ THE PERFORMANCE SECURITY AND/OR TENDER SECURITY SHALL BE FORFEITED WHETHER THE BIDDER SUFFERED ANY LOSS OR NOT.
20. VESSEL'S AGE LIMIT :
 - A) SHALL BE NO MORE THAN SIXTEEN (16) YEARS OLD OR, IF IN EXCESS OF SIXTEEN (16) YEARS OLD, SHALL HAVE BEEN SUITABLY MODIFIED TO INSURE COMPLIANCE WITH ALL LOADING PORT REQUIREMENTS AND REGULATIONS **BUT EVEN WHERE ANY SUCH MODIFICATIONS HAVE BEEN CARRIED OUT, MODIFIED TANKSHIPS SHALL NOT, IN ANY EVENT, EXCEED 25 YEARS OLD,** (II) SHALL BE FULLY COVERED UNDER OR BY INSURANCE SATISFYING THE REQUIREMENTS OF CLC (INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR OIL POLLUTION DAMAGE OF 1969, AS AMENDED BY THE RELATED PROTOCOL OF 1976 AND OTHERWISE AS AMENDED OR SUPPLEMENTED FROM TIME TO TIME), (III) SHALL BE MANNED AND MAINTAINED SO AS FULLY TO COMPLY WITH THE STANDARDS SET OUT IN ISGOTT (INTERNATIONAL SAFETY GUIDE FOR OIL TANKERS AND TERMINALS (1984 EDITION), AS AMENDED OR SUPPLEMENTED FROM TIME TO TIME) OR STCW (INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING CERTIFICATION AND WATCH KEEPING FOR SEAFARERS OF 1978, AS AMENDED OR SUPPLEMENTED FROM TIME TO TIME) (OR SUCH OTHER SAFETY GUIDE AS MAY BE ISSUED IN REPLACEMENT THEREOF), (IV) SHALL BE OF SUCH SIZE AND DRAFT AND BE SO MANNED AND EQUIPPED AS TO BE IN EVERY WAY FIT FOR ENTERING, BERTHING AT , LOADING AT AND LEAVING FUJAIRAH, ABU DHABI LOADING PORT SAFELY AND WITHOUT DELAY, AND (V) SHALL COMPLY IN ALL RESPECTS WITH THE STANDARDS ESTABLISH BY THE SOLAS SAFETY OF LIFE AT SEA CONVENTION OF 1974 AND RELATED PROTOCOL OF 1978, BOTH AS AMENDED OR SUPPLEMENTED FROM TIME TO TIME). OWNERS SHALL ALSO ENSURE THAT SUCH VESSELS AND THOSE ON BOARD SHALL COMPLY AT ALL TIMES WITH ALL REGULATIONS AND CUSTOMS OF FUJAIRAH, ABU DHABI LOADING PORT, FUJAIRAH, ABU DHABI LOADING INSTALLATION, AND THE AUTHORITY IN CONTROL THEREOF.



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- B) SUBJECT TO THE PORT AUTHORITY'S PRIOR APPROVAL (I) CLEAN BALLAST, THAT IS BALLAST FREE FROM OIL, CHEMICALS AND OTHER HARMFUL MATERIALS, SHALL BE DISCHARGED OVERBOARD AND (II) DIRTY BALLAST, THAT IS BALLAST CONTAINED ANY OIL, CHEMICALS OR OTHER HARMFUL MATERIALS, SHALL BE DISCHARGED INTO THE SHORE FACILITIES PROVIDED THE PORT AUTHORITY FOR THIS PURPOSE, IF ANY, IN ITS DISCRETION, THE PORT AUTHORITY MAY REQUIRE A CHEMICAL ANALYSIS PRIOR TO ANY DISCHARGE, ONLY CLEAN BALLAST SHALL BE DISCHARGED OVERBOARD AND OWNERS SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ANY CONSEQUENCES, PENALTIES OR LIABILITIES ARISING OUT OF ANY DISCHARGE OVERBOARD OF ANY DIRTY BALLAST.
- C) BEFORE THE COMMENCEMENT OF LOADING OF VESSEL AT FUJAIRAH, ABU DHABI LOADING PORT, SUPPLIER SHALL HAVE THE RIGHT TO INSPECT AND TEST THE SAME AND THE TANKS THEREIN, AND TO REJECT THE VESSEL IF SUPPLIERS DETERMINES IN ITS ABSOLUTE DISCRETION THAT SUCH VESSELS CONDITION IS SUCH AS TO GIVE RISE TO RISK OF LOSS, DAMAGE OR INJURY ASHORE OR AFLOAT. OWNERS SHALL INDEMNIFY CHARTERER BPC ON DEMAND AGAINST ANY LOSS OR DAMAGE WHATSOEVER ARISING TO SUPPLIER FROM SUCH CONDITION OR FROM SUCH REJECTION OR EITHER OF THEM, AND SUPPLIER OR CHARTERERS BPC SHALL BE UNDER NO LIABILITY OF ANY NATURE WHATSOEVER ARISING FROM SUPPLIER'S INSPECTION OF OR FAILURE TO INSPECT THE VESSEL AND SUBSEQUENT ACCEPTANCE OR REJECTION THEREOF.
- D) OWNERS SHALL INDEMNIFY CHARTERER BPC AGAINST ALL DIRECT LOSS, DAMAGE, INJURY OR LIABILITY OF WHATSOEVER NATURE CAUSED TO SUPPLIER AND CHARTERER BPC BY OR ARISING OUT OF THE FAULT OR NEGLIGENCE OF THE VESSEL WHILE AT OR OFF LOADING PORT FUJAIRAH, ABU DHABI & UN-LOADING PORT CHATTOGRAM.

21. **"ISPS" CODE:**

- A.
 - (i) FROM THE DATE OF COMING INTO FORCE OF THE INTERNATIONAL CODE FOR THE SECURITY OF SHIPS AND OF PORT FACILITIES AND THE RELEVANT AMENDMENTS TO CHAPTER XI OF SOLAS (ISPS CODE) IN RELATION TO THE VESSEL, THE OWNERS SHALL PROCURE THAT BOTH THE VESSEL AND "THE COMPANY" (AS DEFINED BY THE ISPS CODE) SHALL COMPLY WITH THE REQUIREMENTS OF THE ISPS CODE RELATING TO THE VESSEL AND "THE COMPANY". UPON REQUEST THE OWNERS SHALL PROVIDE A COPY OF THE RELEVANT INTERNATIONAL SHIP SECURITY CERTIFICATE (OR THE INTERIM INTERNATIONAL SHIP SECURITY CERTIFICATE) TO THE CHARTERERS. THE OWNERS SHALL PROVIDE THE CHARTERERS WITH THE FULL STYLE CONTACT DETAILS OF THE COMPANY SECURITY OFFICER (CSO).
 - (ii) EXCEPT AS OTHERWISE PROVIDED IN THIS CHARTER PARTY, LOSS, DAMAGE, EXPENSE OR DELAY, EXCLUDING CONSEQUENTIAL LOSS, CAUSED BY FAILURE ON THE PART OF THE OWNERS OR "THE COMPANY" TO COMPLY WITH THE REQUIREMENTS OF THE ISPS CODE OR THIS CLAUSE SHALL BE FOR THE OWNERS' ACCOUNT.
- B.
 - (i) THE CHARTERERS SHALL PROVIDE THE CSO AND THE SHIP SECURITY OFFICER (SSO)/MASTER WITH THE FULL STYLE CONTACT DETAILS AND ANY OTHER INFORMATION THE OWNERS REQUIRE TO COMPLY WITH THE ISPS CODE.
 - (ii) EXCEPT AS OTHERWISE PROVIDED IN THIS CHARTER PARTY, LOSS, DAMAGE, EXPENSE, EXCLUDING CONSEQUENTIAL LOSS, CAUSED BY FAILURE ON THE PART OF THE CHARTERERS TO COMPLY WITH THIS CLAUSE SHALL BE FOR THE CHARTERERS' ACCOUNT AND ANY DELAY CAUSED BY SUCH FAILURE SHALL BE COMPENSATED AT THE DEMURRAGE RATE.
- C. PROVIDED THAT THE DELAY IS NOT CAUSED BY THE OWNERS' FAILURE TO COMPLY WITH THEIR OBLIGATIONS UNDER THE ISPS CODE, THE FOLLOWING SHALL APPLY:
 - (i) NOTWITHSTANDING ANYTHING TO THE CONTRARY PROVIDED IN THIS CHARTER PARTY, THE VESSEL SHALL BE ENTICED TO TENDER NOTICE OR READINESS EVEN IF NOT CLEARED DUE TO APPLICABLE SECURITY REGULATIONS OR MEASURES IMPOSED BY A PORT FACILITY OR ANY RELEVANT AUTHORITY UNDER THE ISPS CODE.
 - (ii) ANY DELAY RESULTING FROM MEASURES IMPOSED BY A PORT FACILITY OR BY ANY RELEVANT AUTHORITY UNDER THE ISPS CODE SHALL NOT COUNT AS LAY-TIME OR TIME ON DEMURRAGE IF THE



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VESSEL IS ON LAY-TIME OR DEMURRAGE.

- D. NOTWITHSTANDING ANYTHING TO THE CONTRARY PROVIDED IN THIS CHARTER PARTY, FOR ANY ADDITIONAL COSTS OR EXPENSES WHATSOEVER SOLELY ARISING OUT OF OR RELATED TO SECURITY REGULATIONS OR MEASURES REQUIRED BY THE PORT FACILITY OR ANY RELEVANT AUTHORITY IN ACCORDANCE WITH THE ISPS CODE INCLUDING, BUT NOT LIMITED TO, SECURITY GUARDS, LAUNCH SERVICES, TUG ESCORTS, PORT SECURITY FEES OR TAXES AND INSPECTIONS, CHARTERERS AND RECEIVER SHALL HAVE NO RESPONSIBILITY. ALL MEASURES REQUIRED BY THE OWNERS TO COMPLY WITH THE SHIP SECURITY PLAN SHALL BE FOR THE OWNERS' ACCOUNT.
- E. IF EITHER PARTY MAKES ANY PAYMENT WHICH IS FOR THE OTHER PARTY'S ACCOUNT ACCORDING TO THIS CLAUSE, THE OTHER PARTY SHALL INDEMNIFY THE PAYING PARTY.

22.

ISPS CODE COMPLIANCE:-

- A. OFFERED VESSEL MUST HAVE A VALID **ISSC (INTERNATIONAL SHIP SECURITY CERTIFICATE)** AND COMPLIANCE WITH ISPS CODE IN ORDER TO BE APPROVED AND ACCEPTED BY ADNOC'S PORT / TERMINAL PILOT. IF THE SHIP FAIL TO SUBMIT ISSC, THE TERMINAL WILL REJECT THE SHIP DIRECTLY.
- B. FOR COMPLIANCE OF ISPS CODE FOLLOWING INFORMATION MUST BE SUBMITTED ALONG WITH THE OFFER:
1. COMPANY SECURITY OFFICER(CSO):
NAME: TELEPHONE, MOBILE, FAX, E-MAIL
 2. SHIP SECURITY OFFICER(CSO):
NAME: TELEPHONE, MOBILE, FAX, E-MAIL
 3. THE M.T. _____ HAS CURRENT INTERNATIONAL SHIP SECURITY CERTIFICATE (**ISSC**) ISSUED BY THE VESSEL'S FLAG STATE, WITH AN EXPIRATION DATE OF (MM/DD/YYYY).
 4. **ISSC (INTERNATIONAL SHIP SECURITY CERTIFICATE)**: ISSUE DATE _____, EXPIRY DATE: -_____
- C. FROM AND AFTER 01 JULY 2004, THE USUAL 72, 48, AND 24 – HOUR PRE ARRIVAL NOTIFICATION TO ADNOC'S PORT / TERMINAL BY RADIO, TELEX OR FAX SHALL INCLUDE THE FOLLOWING NEW INFORMATION IN THE STANDARD ARRIVAL MESSAGE:
1. DOES VESSEL HAVE A VALID FLAG STATE ISSC INDICATING COMPLIANCE WITH THE ISPS CODE REQUIREMENT (Y/N).
 2. VALIDITY : MM/DD/YYYY
 3. THE CURRENT ISPS CODE SECURITY LEVEL : (1, 2, 3) SPECIFY
- D. IN ACCORDANCE WITH THE PROVISIONS OF ISPS CODE, THE VESSEL SHALL HAVE A WRITTEN RECORD OF THE LOCATION OF THE SHIP'S LAST 10 PORT OF CALLS AVAILABLE FOR INSPECTION BY THE ADNOC'S PORT / TERMINAL AUTHORITIES AT ANY TIME.

23.

FOLLOWING DOCUMENTS / INFORMATION MUST BE AVAILABLE WITH BROKER / OWNER'S LOAD PORT AGENT WHICH TO BE SUBMITTED (IF REQUIRED) TO THE SUPPLIERS ASAND WHEN REQUESTED:

1. LLOYD'S REGISTRY NUMBER
2. "QUESTIONNAIRE - 88" / Q - 88 (**AFTER UPDATING PART 6 INCORPORATING INFORMATION ABOUT ISSC**)
3. PLAN TO PREVENT POLLUTION (FOR SHIP HAVING AGE 15 YEARS OR MORE)
4. UPDATED SIRE REPORT(FOR SHIP HAVING AGE 15 YEARS OR MORE)
5. CARGO DOCUMENTATION
6. CONDITION ASSESSMENT SCHEME (CAS) CERTIFICATE.
7. STATEMENT OF COMPLIANCE CERTIFICATE UNDER CONDITION ASSESSMENT SCHEME (CAS).
8. CIVIL LIABILITY CERTIFICATE (CLC).
9. VESSEL'S IMO NUMBER.



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24. VESSEL MUST HAVE ALL VALID CLASSIFICATION, STATUTORY CERTIFICATES, **SIRE ON OCIMF SYSTEM AND ISSC** (INTERNATIONAL SHIP SECURITY CERTIFICATE). MUST HAVE ALL TECHNICAL FITNESS, SEA / VOYAGE WORTHINESS, MUST COMPLY BOTH LOADING & UN-LOADING PORTS RULES, REGULATIONS & RESTRICTIONS. COPIES OF CLASSIFICATIONS AND STATUTORY CERTIFICATES MUST BE SUBMITTED ALONGWITH THE OFFER DULY AUTHENTICATED BY OWNERS / OWNERS AUTHORIZED AGENTS BROKERS.
25. VESSEL'S DATE OF BUILT (DATE, MONTH AND YEAR) MUST BE MENTIONED IN THE OFFER AND COPY OF BUILDERS CERTIFICATE CONTAINING DATE OF BUILT DULY AUTHENTICATED BY OWNERS/OWNERS AUTHORIZED AGENTS/BROKERS/ MUST BE SUBMITTED ALONGWITH THE OFFER. IF DATE AND MONTH IS NOT MENTIONED IN THE OFFER OR SAME IS NOT FOUND IN LLOYD'S REGISTER OF SHIPS, THEN FIRST JANUARY TO BE TREATED AS DATE AND MONTH OF THE YEAR VESSEL BUILT.
26. VESSEL'S DETAIL DESCRIPTIONS INCLUDING VESSEL'S EX-NAME (IF ANY), SPEED, POSITION, LOCATION, ETA LOAD PORT MUST BE MENTIONED IN THE OFFER.
27. ARRIVAL OF PERFORMING VESSEL AT LOAD PORT AND TENDERING NOR :

IF OFFERED VESSEL FAILS TO ARRIVE LOAD PORT AND TENDER NOR AS PER AGREED LAY- CAN THEN VESSEL'S BERTHING AT LOAD PORT SHALL BE SUBJECT TO SUPPLIER'S ACCEPTANCE AND THEIR CONVENIENT BERTHING PROGRAM. ANY TIME LOST AWAITING FOR BERTH SHALL NOT COUNT AS USED LAY-TIME AND VESSEL'S LAY-TIME SHALL COMMENCE TO COUNT FROM ACTUAL TIME OF COMMENCEMENT OF LOADING OF CARGO TO THE VESSEL. OWNERS SHALL ALSO INDEMNIFY CHARTERERS BPC FOR ALL DIRECT AND INDIRECT LOSSES INCLUDING BUT NOT LIMITED TO ANY LOSS CLAIMED / SUFFERED BY CHARTERERS / RECEIVERS (IF ANY) AS A RESULT OF SUCH DELAY.
28. CARGO CAPACITY:

OWNERS GUARANTEE THAT VESSEL MUST BE CAPABLE OF LOADING MINIMUM 90,000 MT OF CARGO FALLING OF WHICH OWNERS SHALL REMAIN RESPONSIBLE FOR THE LOSSES OF ANY NATURE SUFFERED (IF ANY) BY THE CHARTERERS.
29. FULL STYLE INCLUDING TELEX, TELEPHONE, FAX, E-MAIL ID AND CONTACT PERSON OF OWNERS AND DISPOSENT OWNERS (IF APPLICABLE) AND NAME OF OWNERS CHIEF EXECUTIVE AND PIC TO BE MENTIONED IN THE OFFER.
30. NAME AND FULL ADDRESS OF P AND I CLUB AND HULL UNDERWRITERS TO BE MENTIONED IN THE OFFER.
31. FREIGHT RATE / VESSEL'S PARTICULARS ETC TO BE SUBMITTED AS PER CHARTERER'S PROFORMA ALONG WITH OFFER (PROFORMA ENCLOSED).
32. DWT OF OFFERED VESSEL LIMITED TO MINIMUM 105,000 MT BUT VESSEL MUST BE CAPABLE TO LOAD MINIMUM 90,000 MT MURBAN CRUDE OIL AND VESSEL'S MAXIMUM DWT 180,000 MT.
33. DWT OF THE VESSEL MUST BE MENTIONED IN THE OFFER ONLY AS PER ENTRY IN LLOYD'S REGISTER OF SHIP OR AMENDMENTS MADE BY CLASSIFICATION SOCIETY. COPY OF AMENDMENTS OF CLASSIFICATION SOCIETY TO BE SUBMITTED ALONGWITH OFFER DULY AUTHENTICATED BY OWNERS / OWNERS AUTHORISED AGENTS / BROKERS.
34. PROPER DOCUMENTS IN SUPPORT OF VESSEL'S DWT TO BE SUBMITTED ALONGWITH OFFER.
35. OWNERS GUARANTEE THAT VESSEL MUST BE EQUIPPED WITH OPERATIONAL OIL BALLAST WATER MONITORING EQUIPMENTS.
36. FREIGHT TO BE QUOTED IN **WORLD SCALE AND 2026** WORLD SCALE RATE SHALL APPLY.
37. FREIGHT PAYABLE ON BILL OF LADING NET QUANTITY.
38. CHARTERER ARE NOT LIABLE FOR DEAD FREIGHT PROVIDED THEY SUPPLY 90,000 MT CARGO.
39. NO FREIGHT PAYABLE ON SLOPS.
40. **(1) SOURCE TAXES:**
i) AS PER INCOME TAX ORDINANCE 1984 SEC-52 AA(I) SERIAL 13(I) SUBSEQUENT INCOME TAX ACT, 2023 SEC-90 AND RULE-4 SERIAL 13(I) OF SOURCE TAX REGULATIONS, 2023 @5% (FIVE PERCENT) SOURCE TAX WILL BE APPLICABLE ON TOTAL FREIGHT FOR VESSEL OWNED/CHARTERED BY RESIDENT SHIP OWNERS/TAX PAYER.



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ii) AS PER SECTION-102 OF INCOME TAX ORDINANCE 1984 AND SUBSEQUENT INCOME TAX ACT, 2023 SEC-259 (3) @ 8% (EIGHT PERCENT) SOURCE TAX WILL BE APPLICABLE ON TOTAL FREIGHT FOR VESSEL OWNED/CHARTERED BY NON-RESIDENT SHIP OWNERS/TAX PAYER.

III) VAT ON FREIGHT (IF ANY) TO BE ON THE CHARTERERS ACCOUNT.

IV) WHATEVER MENTIONED IN THE ABOVE, SOURCE TAXES WILL BE DEDUCTED AS PER EXISTING RULES/REGULATIONS/CIRCULARS SERVED BY THE GOVERNMENT OF BANGLADESH FROM TIME TO TIME.

41. ANY WAR RISK INSURANCE PREMIUM / CREW WAR RISK BONUS TO BE ON OWNER'S ACCOUNT.
42. ADDITIONAL / OVERAGE INSURANCE PREMIUM DUE TO VESSEL'S AGE, FLAG, CLASS AND DUTY/ TAX INCLUDING VAT TO BE ON OWNER'S ACCOUNT. THE OVERAGE INSURANCE PREMIUM IS APPLICABLE FOR TANKERS OVER 10 YEARS OF AGE. BANGLADESH PETROLEUM CORPORATION (BPC) WILL TAKE MARINE INSURANCE COVER ON THE CARGO AND ACTUAL / ESTIMATED AMOUNT OF OVERAGE INSURANCE PREMIUM AND DUTY / TAX INCLUDING VAT THEREOF WILL BE DEDUCTED FROM FREIGHT AND WILL BE ADJUSTED WITH CARGO RECEIVERS / BPC'S UNDER WRITER'S FINAL INVOICE.
43. IF, VESSEL LOADS MORE THAN 1,05,000 METRIC TONS CARGO, FREIGHT RATE FOR EXCESS CARGO WILL BE FIFTY PERCENT OF THE AGREED FREIGHT RATE. OWNERS TO ENSURE THAT VESSEL WILL BE ABLE TO LOAD TENDERED QUANTITY OF CARGO ON MAXIMUM PERMISSIBLE DRAUGHT AT LOAD PORT **FUJAIRAH, ADNOC, UAE.**
44. **FULL FREIGHT (SUBJECT TO DEDUCTION OF FREIGHT OR SOURCE TAX)** IS PAYABLE ON BILL OF LADING NET QUANTITY WITHIN FOURTEEN (14) BANKING DAYS AFTER COMPLETION OF DISCHARGE OF CARGO AND AFTER SIGNING OF CHARTER PARTY AND AFTER DEDUCTION OF 2.5% ADDRESS COMMISSION.
45. VESSEL'S BERTHING AND LOADING AT LOADPORT, **FUJAIRAH, ADNOC, UAE** SUBJECT TO INTENSIVE DAYLIGHT SAFETY INSPECTION BY THE SUPPLIERS ADNOC ABU DHABI.
46. NOTICE OF READINESS AT LOADPORT **FUJAIRAH, ADNOC, UAE** TO BE TENDERED AFTER VESSEL PASSES INTENSIVE DAYLIGHT SAFETY INSPECTION BY THE SUPPLIERS ADNOC, ABU DHABI.
47. OWNERS SHALL OBTAIN PRIOR PERMISSION IN WRITING FROM CHARTERERS IF THEY WISH TO PLACE VESSEL FOR LOADING BEFORE COMMENCEMENT OF LAYCAN / LAYDAYS. HOWEVER, TIME USED BEFORE COMMENCEMENT OF LAYDAYS SHALL NOT COUNT AS USED LAYTIME.
48. OWNERS GUARANTEE THAT THE VESSEL OFFERED IS NOT HAZARDOUS TO PORT AND TERMINAL FACILITIES AT BOTH LOAD AND DISCHARGE PORTS AND IS NOT PRONE TO FIRE / POLLUTION / EXPLOSION.
49. MASTER / OWNERS TO ABIDE BY BOTH LOADING AND DISCHARGING PORTS RULES, REGULATIONS AND RESTRICTIONS.
50. MASTER / OWNER TO CO-OPERATE WITH SUPPLIER'S BALLAST WATER SURVEY REQUIREMENT AT LOAD PORT.
51. OWNERS GUARANTEE THAT CARGO CAN BE LOADED ON BOARD THE VESSEL WITHIN 20 HOURS IF SHORE FACILITIES PERMIT.
52. NOTICE OF READINESS: UPON ARRIVAL AT LOAD PORT CUSTOMARY PLACE OR AWAITING PLACE AT EACH LOADING AND DISCHARGING PORTS, MASTER OR AGENT SHALL GIVE SUPPLIERS / BSC NOTICE OF READINESS FOR LOADING / DISCHARGING PORT RESPECTIVELY BY LETTER / TELEX / FAX THAT THE VESSEL IS IN ALL RESPECTS READY TO LOAD / DISCHARGE CARGO.
53. **ANY DELAY IN LOADING OR FAILURE OF SUPPLIERS TO DELIVER CARGO ARISING OUT OF THE GULF CONFLICT OR ANY OUTBREAK OF WAR IN THE REGION SHALL NOT BE FOR CHARTERERS' (BPC) OR RECEIVERS' ACCOUNT. IN SUCH EVENT, OWNER'S SHALL HAVE THE OPTION TO TERMINATE THIS CHARTER PARTY WITHOUT LIABILITY PROVIDED THAT THE LOAD PORT REMAINS OFFICIALLY OPEN AND NO FORCE MAJEURE HAS BEEN DECLARED, OWNERS SHALL NOT BE ENTITLED TO CANCEL THIS CHARTER PARTY OR REFUSE TO PERFORM THE VOYAGE ON ACCOUNT OF SUCH CIRCUMSTANCES.**
54. FOLLOWING REQUIREMENTS TO BE FULFILLED / OBSERVED BY VESSEL AT FUJAIRAH, ABU DHABI PETROLEUM PORT FOR LOADING CRUDE OIL:
 - A. VESSEL TO HAVE FULLY OPERATIONAL AIR-CONDITIONING SYSTEM FROM HOT SUMMER MONTHS (APRIL - SEPTEMBER INCLUSIVE).
 - B. ALL PORT HOLDS/WINDOWS AND DOORS ARE TO BE KEPT CLOSED AND ACCESS DOORS TO BE CLOSED AFTER USE.



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- C. VESSEL HAS POSITIVE PRESSURE IN THE ACCOMMODATION WITH THE AIR CONDITIONING ON RE-CIRCULATION.
55. NO OTHER CARGO EXCEPT CHARTERER'S CARGO TO BE CARRIED.
56. VOYAGE INSTRUCTION TO BE COMMUNICATED BY BANGLADESH SHIPPING CORPORATION TO OWNERS AFTER CONFIRMATION OF ACCEPTANCE OF VESSEL BY SUPPLIERS / CHARTERERS.
57. OWNERS GUARANTEE THAT IMMEDIATELY AFTER ACCEPTANCE OF VESSEL MASTER SHALL TENDER NOTICE TO SUPPLIERS ADNOC, ABU DHABI ABOUT VESSEL'S ETA LOADPORT WITH COPY TO BANGLASHIP DHAKA AND CHATTOGRAM AND THEREAFTER 96 HOURS / 72 HOURS / 48 HOURS / 24 HOURS ARRIVAL NOTICE OF LOAD PORT. ON COMPLETION OF LOADING AND ENROUTE TO DISCHARGE PORT CHATTOGRAM MASTER TO CABLE VESSEL'S ETA DISCHARGE PORT IMMEDIATELY AFTER SAILING AND THEREAFTER 7 DAYS / 96 HOURS / 72 HOURS APPROXIMATE AND 48 HOURS / 24 HOURS DEFINITE ETA NOTICE TO BANGLASHIP CHATTOGRAM AND DHAKA TOGETHER WITH ARRIVAL DRAFT.
58. TIME LOST AT BOTH LOADING / DISCHARGING PORTS DUE TO BAD WEATHER / FOGGY WEATHER / STORM / STRIKE / HARTAL / CURFEW / NON-COOPERATION MOVEMENT / RELIGION FESTIVALS OR ANY OTHER REASONS BEYOND CHARTERERS CONTROL SHALL NOT COUNT AS USED LAYTIME. TIME LOST AT LOAD PORT FOR CALCULATION OF ACTUAL CARGO QUANTITY ON BOARD BY THE MASTER AFTER HOSE DISCONNECTION SHALL NOT COUNT AS USED LAYTIME.
59. LAYTIME AT ALL PORT SHALL COMMENCE AFTER 6 HOURS FROM ACCEPTANCE OF NOTICE OF READINESS OR VESSEL'S ARRIVAL AT BERTH WHICHEVER OCCURS EARLIER. HOWEVER LAYTIME SHALL NOT COMMENCE BEFORE 0600 HOURS LOCAL TIME ON THE COMMENCING DATE AT BOTH ENDS.
60. OWNERS GUARANTEE THAT THE OFFERED VESSEL CAN SAFELY LOAD / DISCHARGE AND NAVIGATE FROM LOAD PORT **FUJAIRAH, ADNOC, UAE** TO DISCHARGE PORT CHATTOGRAM WITH CHARTERERS FULL CARGO. HOWEVER, IF VESSEL FAILS TO LOAD FULL CARGO CHARTERERS SHALL NOT BE LIABLE FOR DEAD FREIGHT.
61. CHARTERERS ARE NOT LIABLE FOR DEAD FREIGHT PROVIDED THEY SUPPLY MINIMUM 90,000 METRIC TONS CARGO.
62. OWNERS GUARANTEE THAT VESSEL WILL CARRY NO SLOP OR IN EMERGENCY MINIMUM POSSIBLE SLOP.
63. OWNERS GUARANTEE THAT VESSEL WILL ARRIVE AT CHATTOGRAM WITHIN 13 DAYS FROM DATE OF SAILING FROM LOAD PORT, OTHERWISE DEMURRAGE IF ANY INCURRED, WILL NOT BE PAID FOR THE NUMBER OF DAYS VESSEL WILL MAKE DELAY TO ARRIVE AT CHATTOGRAM AND OWNERS SHALL ALSO COMPENSATE FOR ANY LOSS CLAIMED / SUFFERED BY CHARTERERS / RECEIVERS AS A RESULT OF SUCH DELAY.
64. OWNERS GUARANTEE THAT DURING LIGHTERAGE OPERATION AT CHATTOGRAM VESSEL TO PROCEED TO OUTER ANCHORAGE IMMEDIATELY AFTER ATTAINING AVAILABLE DRAFT TO DISCHARGE CARGO INTO LIGHTER VESSEL FOR SAVING TIME OF TOTAL DISCHARGE.
65. VESSEL'S FREE BOARD AT DISCHARGE PORT SHALL NOT EXCEED 14 METRES AT ANY STAGE OF LIGHTERAGE OPERATION. MASTER TO TRY TO REDUCE FREEBOARD FURTHER WITH BALLAST TO ASSIST SMOOTH DISCHARGE.
66. **VESSEL SHALL HAVE SUFFICIENT GOOD MOORING / SECURING ARRANGEMENTS ON DECK FOR SECURING LIGHTER VESSEL.**
67. 0.30% (ZERO POINT THREE ZERO PERCENT) (BY WEIGHT) OCEAN LOSS ALLOWED TO OWNERS AND IF SAME EXCEEDS 0.30 PERCENT THE CIF VALUE OF SAME WILL BE DEDUCTED FROM FREIGHT DUE TO OWNERS. THE OCEAN LOSS WILL BE DETERMINED BY AN INDEPENDENT SURVEYOR TO BE NOMINATED BY BOTH PARTIES. DIFFERENCE BETWEEN BILL OF LADING QUANTITY AND QUANTITY ASCERTAINED BEFORE BREAKING BULK, TO BE TREATED AS DETERMINED QUANTITY.
68. CHARTERER WILL HAVE THE RIGHT TO USE HOSE ON BOARD MOTHER VESSEL FOR DISCHARGING OF CRUDE OIL FROM MOTHER VESSEL TO LIGHTER VESSEL PREFERABLY SUCH HOSES SHOULD BE OF 10 / 12 INCHES DIAMETER.



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69. OWNERS GUARANTEE THAT VESSEL CAN DISCHARGE ABOUT 3500 CBM PER HOURS PER PUMP.
70. TIME AND SHIFTING EXPENSES (AT ALL PORTS / ANCHORAGES) TO BE ON OWNERS ACCOUNT. IF MASTER REQUIRES ANY TUG ASSISTANCE THAT SHOULD ALSO BE OWNERS ACCOUNT.
71. WORLD SCALE TERMS AND CONDITIONS SHALL APPLY TO THIS CHARTER PARTY.
72. GENERAL AVERAGE / ARBITRATION LONDON, YORK ANTWERP RULES 1974, ENGLISH LAW TO APPLY.
73. OWNER WARRANTS THAT THEY (1) ARE A MEMBER OF ITOF AND WILL REMAIN SO DURING THE CURRENCY OF THIS CHARTER, AND (2) THEY ARE COVERED FOR P & I RISK INCLUDING OIL POLLUTION RISK UPTO A LIMIT OF USD. 1 BILLION, AND (III) THEY ARE AND WILL REMAIN A MEMBER OF AN INTERNATIONAL GROUP P & I CLUB DURING THE CURRENCY OF THIS CHARTER.
74. COLLISION DAMAGE IF ANY, TO BE SETTLED BETWEEN OWNERS OF THE MOTHER VESSEL AND OWNERS OF LIGHTER VESSEL.
75. OWNERS GUARANTEE TO PROVIDE DECK / ENGINE LOG ABSTRACT (IN ENGLISH) FOR THE ENTIRE VOYAGE PERIOD I.E. FROM THE TIME OF SERVING N.O.R AT LOAD PORT TILL COMPLETION OF DISCHARGE AT DISCHARGING PORT. COPY OF DECK / ENGINE LOG ABSTRACT TO BE DELIVERED TO BANGLADESH SHIPPING CORPORATION BEFORE SAILING VESSEL FROM BANGLADESH.
76. OWNERS / VESSEL MUST COMPLY WITH ISM CODE / CARGO ISM ENDORSEMENT (JC 98/019 1 MAY, 1998) AND OWNERS / VESSEL / OPERATORS MUST HOLD VALID ISM CERTIFICATE AND CURRENT DOCUMENT OF COMPLIANCE AND COPIES OF THESE CERTIFICATES/DOCUMENTS / DULY AUTHENTICATED BY OWNERS / OWNER'S AUTHORIZED BROKERS / AGENTS MUST BE SUBMITTED ALONG WITH THE OFFER.
77. SUCCESSFUL BIDDER/OWNER SHALL PROVIDE THE SOF (STATEMENT OF FACTS) TO BSC WITHIN 02 (TWO) CALANDER DAYS FROM THE DATE OF COMPLETION OF DISCHARGE HER CARGO AT CHATTAGRAM.
78. DOCUMENTS TO BE SUBMITTED ALONG WITH THE OFFER:
 - A) TENDER SECURITY IN THE FORM OF PAY ORDER OR DEMAND DRAFT OR BANK GUARANTEE (AS PER BSC'S FORMAT) FROM ANY SCHEDULED BANK IN BANGLADESH.
 - B) AUTHORISATION FROM OWNERS/DISPONENT OWNERS.
 - C) IN CASE OF DISPONENT OWNERS, DISPONENT OWNERS TO SUBMIT A LETTER OF AUTHORITY TO PARTICIPATE IN THE TENDER MENTIONING THE NAME AND FULL ADDRESS OF HEAD OWNERS AND CHARTER PARTY DATE.
 - D) UNDERTAKING MUST BE GIVEN IN THE LETTER HEAD PAD BY BOTH **THE BIDDER AND LOCAL AGENT** CONFIRMING ACCEPTANCE OF ALL THE TERMS AND CONDITIONS OF THIS INVITATION FOR QUOTATION DOCUMENT ALONG WITH TENDER SCHEDULE DULY SEAL AND SIGNED BY AUTHORIZED BIDDER OF SIGNATORY.
 - E) DETAILED BACKGROUND OF PRINCIPAL ALONG WITH COMPANY REGISTRATION CERTIFICATE, FINANCIAL SOLVENCY CERTIFICATE WITH DETAILS PHYSICAL ADDRESS.
 - F) PARTICULARS OF ALL DIRECTORS OF PRINCIPAL WITH NATIONAL ID/PASSPORT.
 - G) BIDDERS WHO WISH TO SUBMIT THEIR OFFER ON BEHALF OF NEW PRINCIPAL MUST SUBMIT THE NEW PRINCIPAL'S INCORPORATION / REGISTRATION CERTIFICATE.
 - H) PRINCIPAL/BIDDER MUST HAVE EXPERIENCE IN CARRYING 01 (ONE) MILLION TONS OF CRUDE OIL ALONG WITH HAVE A SUCCESSFUL PERFORMANCE OF AT LEAST 02 (TWO) EACH OF 100,000MT+/- 10% CRUDE OIL SHIPMENT. COPY OF THE END USE CERTIFICATE/PERFORMANCE CERTIFICATE MUST BE ISSUED IN THE END USER'S LETTER HEAD PAD WHERE TELEPHONE NO., FAX NO., CONTACT PERSON, EMAIL WITH FULL MAILING ADDRESS MUST BE MENTIONED ALONG WITH RELEVANT CHARTER PARTY (CP) OF THE MENTIONED CRUDE OIL SHIPMENT.
 - I) TO SUBMIT ALL VALID AND UP TO DATE CLASSIFICATIONS AND STATUTORY CERTIFICATES INCLUDING VALID SIRE REPORT.
 - J) ANY SHORTFALL OF REQUIRED DOCUMENTS AS PER CLAUSE 76 (A-I), THE OFFER SHALL BE CONSIDERED AS NON-RESPONSIVE.



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79. CLOSING TIME & DATE : **12:00 HOURS ON 18-10-2026**
at "BSC BHABAN, SALTGOLA ROAD, CHITTOGRAM,
80. OPENING TIME & DATE : **12:05 HOURS ON 18-10-2026**
at "BSC BHABAN, SALTGOLA ROAD, CHITTOGRAM,
81. VALIDITY OF OFFER : 07(Seven) working days from the date of tender opening.
82. SUBMISSION OF OFFER : ALL OFFERS MUST BE SUBMITTED IN CLOSED
ENVELOPE IN TENDER BOX TO BE KEPT IN FRONT OF BOARD
ROOM OF BANGLADESH SHIPPING CORPORATION, BSC BHABAN,
SALTGOLA ROAD, CHITTOGRAM.
OFFER THROUGH BSC'S TELEX / FAX / E- MAIL WILL NOT BE
ACCEPTED.
83. CHARTER PARTY TO BE SIGNED WITHIN 07 (SEVEN) DAYS OF AWARDING BUSINESS.
84. ALL OTHER TERMS AND CONDITIONS AS PER ASBATANKVOY CHARTER PARTY FORM WITH LOGICAL AMENDMENTS/
ALTERATIONS.
85. IN CASE OF ANY CONTRADICTION BETWEEN CLAUSES, RIDER CLAUSES (SPECIAL PROVISION M CLAUSES)
WILL STAND OVER ASBATANKVOY CHARTER PARTY.
86. OFFER OF SUBSTITUTE VESSEL AND/OR ALTERNATIVE AND/OR CONDITIONAL OFFER SHALL BE REJECTED OUTRIGHT
AND THIS OFFER TO BE TREATED AS NON-RESPONSIVE.
87. CHARTERERS RESERVE THE RIGHT TO ACCEPT/REJECT OR NEGOTIATE ANY/OR ALL OFFERS IN PART OR FULLY
WITHOUT ASSIGNING ANY REASONS WHATSOEVER.
88. LIGHTER VESSEL LENGTH MINIMUM 80 METER AND ABOVE.
89. MOTHER VESSEL SHOULD BE READY FOR STS OPERATION AT DAY AND NIGHT.
90. MOTHER VESSEL SHOULD ASSIST/ARRANGE WITH REQUIRED ARRANGEMENT TO DO STS OPERATION FROM BOTH
SIDES.
91. MOTHER VESSEL SHOULD HAVE A SAFE ARRANGEMENT (I.E: BASKET WITH HOSE CRANE) FOR EMBARKATION /
DISEMBARKATION OF SURVEYORS.

BEST REGARDS

CAPT. MD MOZIBUR RAHMAN
GENERAL MANAGER (CHARTERING & TRAMPING)



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SPECIMEN OF TENDER SECURITY

ADDRESS (INCLUDING PHONE, FAX & EMAIL) OF GUARANTOR-----
.....

TO
BANGLADESH SHIPPING CORPORATION.
SALT GOLA ROAD, BSC BHABAN, CHATTAGRAM

DEAR SIR,

YOU HAVING PROPOSED TO PARTICIPATE IN THE TENDER NO. -----

DATED

-----BY-----
..... (HEREINAFTER REFERRED TO AS QUOTATIONER) FOR
TRANSPORTATION OF TRANSPORTATION OF 1,00,000 MT(+/-10% SUPPLIER'S OPTION) MURBAN CRUDE OIL FROM FUJAIRAH,
ADNOC, UAE TO CHATTOGRAM, BANGLADESH A/C BPC AND STIPULATING THE FURNISHING OF A BANK GUARANTEE FOR
PAYMENT TO YOU BY US ON ACCOUNT OF THE QUOTATIONER AN AMOUNT OF, WE HEREBY AGREE:-

1. TO MAKE AN UNCONDITIONAL PAYMENT OF ----- TO YOU ON DEMAND WITHIN
MAXIMUM 24 (TWENTY FOUR) HOURS WITHOUT ANY FURTHER QUESTION AND WITHOUT ANY REFERENCE TO THE QUOTATIONER.
2. TO KEEP THIS GUARANTEE IN FORCE TILL ----- AS DESIRED BY YOU AS PER TENDER
TERMS.
3. TO EXTEND THE PERIOD OF ENFORCEABILITY OF THIS GUARANTEE IF SUCH EXTENSION BE NECESSARY DESIRED
OF US BY YOU BEFORE THE TERMINATION THEREOF.

MONOGRAM OF THE BANK.

SIGNATURE _____

DATED : _____

E-MAIL: _____

SEAL OF THE OFFICER AUTHORISED TO SIGN ON BEHALF OF THE BANK.



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SPECIMEN OF PERFORMANCE GUARANTEE

ADDRESS (INCLUDING PHONE, FAX & EMAIL) OF GUARANTOR-----

TO
BANGLADESH SHIPPING CORPORATION.
SALT GOLA ROAD, BSC BHABAN, CHATTAGRAM

DEAR SIR,

YOU HAVING PROPOSED TO ENTER INTO A C/P CONTRACT WITH M/S-----

----- (HEREINAFTER REFERRED TO AS PRINCIPAL) VIDE
NOTIFICATION OF AWARD NO. DATED FOR
TRANSPORTATION OF 1,00,000 MT(+/-10% SUPPLIER'S OPTION) MURBAN CRUDE OIL FROM **FUJAIRAH, ADNOC, UAE** TO CHATTOGRAM, BANGLADESH A/C BPC AND STIPULATING THE FURNISHING OF A BANK GUARANTEE FOR PAYMENT TO YOU BY US ON ACCOUNT OF THE SUPPLIER AN AMOUNT OF 10% OF THE GROSS FREIGHT CHARGE, WE HEREBY AGREE:-

01. TO MAKE AN UNCONDITIONAL PAYMENT OF -----TO YOU ON DEMAND WITHIN MAXIMUM 24 (TWENTY FOUR) HOURS WITHOUT ANY FURTHER QUESTION AND WITHOUT ANY REFERENCE TO THE PRINCIPAL.
02. TO KEEP THIS GUARANTEE IN FORCE TILL THE DATE OF THE DUE COMPLETION OF THE C/P CONTRACT UNDER REFERENCE AND FINAL ADJUSTMENT OF ACCOUNTS OR TILL -----
----- (MINIMUM 60 DAYS) WHICHEVER DATE IS EARLIER.
03. TO EXTEND THE PERIOD OF ENFORCEABILITY OF THIS GUARANTEE OF SUCH EXTENSION BE NECESSARY DESIRED OF US BY YOU BEFORE THE TERMINATION THEREOF.

MONOGRAM OF THE BANK

SIGNATURE_____

DATED: _____

E-MAIL: _____

SEAL OF THE OFFICER AUTHORISED TO SIGN ON BEHALF OF THE BANK