

Jakarta, 31 January 2019
 No. 480 /F30120/2019-S6

Subject : **Spot Charter 1 (One) Unit LNG/C from Bontang – Japan**

Dear Sir / Madam,

Pertamina – Logistic, Supply Chain and Infrastructure Directorate – Shipping invites to bid for LNG/C in Spot charter basis, with the following specifications and conditions:

OPEN BID SYSTEM

This bid shall be proceed by an open bid system, therefore we invite all reputable shipping company as owner or as broker/agent to participate in this bid without necessarily required to provide Pertamina Bid Registration (Surat Keterangan Terdaftar/SKT).

TERM AND CONDITION


1.	Vessel Needed	:	1 (one) Unit
2.	Type of Cargo	:	LNG
3.	Ship Capacity	:	135,000 m3 – 165,000 m3
4.	Cargo Quantity	:	± 135,000 m3 (Loaded quantity will adjusted to able to discharge at abt. 134,500 m3 without any issue for example sloshing issue)
5.	Voyage	:	1 (one) Voyage
6.	Delivery Location	:	Bontang LNG Terminal Inbound Pilot Boarding Ground
7.	Redelivery Location	:	Japan LNG Terminal Outbound Pilot Boarding Ground
8.	Loading Port	:	Bontang
9.	Discharging Port	:	Japan LNG Terminal (Depend on Charterer Final Requirement : Senboku, Himeji and Sakai)
10.	Compatibility	:	Compatible with Bontang, Senboku, Himeji and Sakai LNG Terminal
11.	ETA Loading Port	:	13 February 2019
12.	ETD Discharging Port	:	22 February 2019
13.	Charter Hire	:	USD Lumpsum
14.	Charterer Responsibility	:	Bunker, Port Charges and Cargo Insurance.
15.	Requirement to Breakdown the Charter Hire	:	The quotation that ship owner submitted must consist of below component only : 1. Lump sum Hire In total amount of hire for period of charter. 2. Ballast Bonus Means a compensation to Owner for its cost of bunker to return at Delivery position. The tender evaluation will be based on Total Charter Hire which consist lump sum hire and ballast bonus.
16.	Compensation of Late Redelivery	:	USD PDPR No compensation for late redelivery if the late redelivery is caused by Ship Owner fail to fulfill Ship Owner's obligation under the Charter Party.
17.	Gassing Up and/or Cooldown	:	If gassing up and/or cooldown is required, lump sum hire to be paid by Charterer will be reduce by amount of: Lump sum Hire Reduction (USD) = LNG used for gassing up and/or cooldown (in unit MMBTu) x LNG Price (estimation 12 USD/MMBTU, subject to actual price) Ship owner must submit estimation of time and LNG quantity required for cooldown.
18.	Heel to be Retain	:	Ship owner may propose that, on Redelivery, the vessel could retain up to 800 cubic meters of LNG Heel, provided however the Charterer may at its sole discretion to finally decide on any volume available for LNG Heel on

			Redelivery. Ship owner shall notify such proposal to Charterer no later than five (5) days prior to Redelivery of the vessel at Redelivery Location. Heel that remain onboard exceed initial heel at loading port will reduce total Ballast Bonus to be paid by Charterer by amount of: Ballast Bonus Reduction (USD) = LNG retained exceed initial heel at loading port (in unit MMBTu) x LNG Price (estimation 12 USD/MMBTU, subject to actual price)
19.	Full Gas Mode	:	Depend on Charterer order
20.	Fuel ROB	:	Ready for Voyage
21.	Payment	:	15 (Fifteen) Business days upon completion of discharge & completed invoicing document received.
22.	Charter Party	:	Shell LNG Time1
23.	BOG Guarantee	:	Max. 0.15 % gross capacity per days
24.	Flag	:	Any flag that can be accepted in Bontang and Japan LNG Terminal
25.	Document To Be Submitted	:	Mandatory : <ul style="list-style-type: none"> - Japan Custom CTMS Approval or Certificate - Cooldown Table and Gassing Up Table (if the vessel need cooldown) - Compatibility Certificate or Guarantee Letter from Ship Owner that the vessel is compatible with Bontang and Japan LNG Terminal (Senboku, Himeji and Sakai) - Last SIRE Inspection Report (No More Than 6 Month Old) - Ship Particular - Gas Form B - Gas Form C - Form of DGT1 (If applicable) Optional : <ul style="list-style-type: none"> - Last Bunker Invoice (MFO, MGO, and other Fuel as Applicable) - Estimated LNG ROB at Bontang LNG Terminal - LNG ROB Quality Certificate - Government of Indonesia CTMS Approval or Certificate (optional) - Tank Table certified by international calibration bodies
26.	Term Sheet	:	Ship Owner must submit signed term sheet as indicated in Attachment 1.
27.	Tax Requirement	:	Ship Owner must familiar itself with Indonesia tax regulation and International tax treaty as applicable. Offer shall include any deduction that may impose due to Indonesia tax regulation and International tax treaty as applicable. Form of DGT (Certificate of Domicile of Non Resident for Indonesia Withholding Tax) must be submitted as applicable.

When Submitting the offer please ensure the following documents are attached (**maximum email size 10 MB**)

Please send the freight offer in good order by email to yp.ganta@pertamina.com and raymond.taufan@pertamina.com on **Monday 04 February 2019, at 10.00 AM Jakarta Local Time the latest** for evaluation.

Best Regards,

 Logistic, Supply Chain and Infrastructure Directorate
Chartering Manager


Asis Wiyanto