

## **Requirement for ISO Tank Deliveries on EXW Incoterms 2010**

The below are standard guidelines and requirements for EXW arrangements for Chevron Oronite Pte Ltd ("COPL") plant in Singapore.

Please take note that ISO tank differential of US\$ XX/MT (per Supply Policy) is applicable for EXW Incoterms 2010.

- The drivers assigned to deliver the empty ISO tank as well as collecting loaded ISOs must attend COPL's in-house Safety Induction Course (SIC). Thereafter, customer shall assign only these dedicated drivers for future trucking to and from COPL Singapore Manufacturing Plant (SMP).
- The dedicated drivers must be equipped with standard Personal Protection Equipment (PPE) including Fire Retardant Clothing (FRC) clothing when inside SMP's plant premises.
- Customer must provide ISO tanks with tank capacity to hold more than 25,000 and less than 26,000 liters unless otherwise specified. For some specific products, specific capacity ISO tanks (only 25,000 or only 26,000 liters) shall be provided. Delivery Team to be consulted for ISO capacity requirement for the specific products.
- The ISO tank must come with a Clean Certificate issued by a certified surveyor before we accept the ISO-tank for loading of product.
- ISO tank should not come with "baffles" plates.
- Customer must provide ISO tanks that meet Chevron OE requirements (Example: safe condition – full walkway platform at least on one side properly secured, outlet valve and emergency spring valve in good working condition, twist lock in working condition, ISO tank insulation/cladding and frame must be free of oil stains).
- Prime-mover must be affixed with a spark arrestor.
- Inspection certificate of the trailer by the Land Transport Authority (LTA) must be provided as proof of validity. In addition, the hauler must also provide their in-house 6-monthly maintenance record/certificate for the trailer.
- Tyres on trailer and prime-mover must be in good condition.
- Chassis must be less than 5 years old.
- Customer must ensure that the ISO tank is trucked-in and -out as per the stipulated date and time **(D+3) working days** as dictated by COPL. Due to parking space constraint in SMP, the ISO tank must be trucked-in 1 day prior to the scheduled loading date and the loaded ISO tank must be trucked-out soonest possible.
  1. If customer delays trucking-in the ISO tank for loading, it would mean a possibly miss of the allocated blending schedule and thus result in potentially missing the TT or ETA date. Any allocated blending schedule may not be replaced immediately.
  2. If customer delays trucking-out the ISO-tank, COPL may need to truck out some other ISO tanks to accommodate customer's ISO tank and thus will charge demurrage to customer. We expect the same day and 4 hours response time for them to arrange the trucker to move out the ISO tank once the product had been loaded and meeting the specifications. If exceed a day, then additional cost of S\$315.00 will incurred by COPL for moving our own tank plus storage cost of S\$15 per day/ISO tank
- Customer will be solely responsible to apply for their driver's permit/pass in order to be allowed to drive into Jurong Island.